JANUARY-FEBRUARY, 1972

# The Signalman's JOURNAL

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The History of The R.S.&I.

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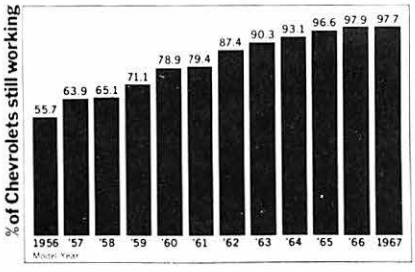


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# A Message From President C.J. Chamberlain

IN THIS ISSUE OF THE SIGnalman's Journal, you will note that our Brotherhood has established the Signalmen's Political League effective January 1, 1972.

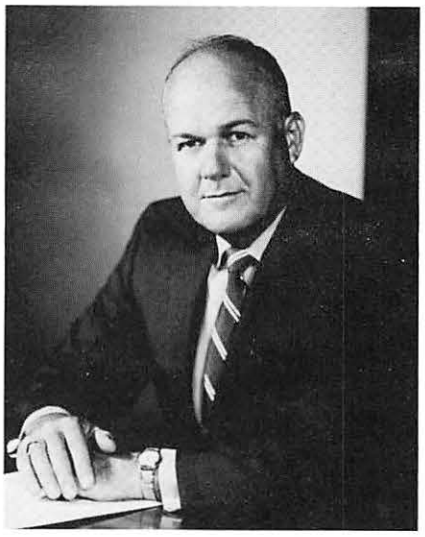
We were motivated to take such action by our personal involvement in many events during 1971 on the national front. Our experiences during our national strike in May 1971, which resulted in Congressional action; the Wage Price Freeze; the Pay Board approval of our national contract; railroad retirement matters; and many other items too numerous to mention, clearly point out to us that we must get actively involved on the legislative and political front and not expect others to carry on the fight for us.

It is absolutely essential that our Brotherhood cooperate with other labor unions in and out of the railroad industry to see that the trade labor movement is not rendered ineffective and inoperative because of administration anti-labor forces that are hellbent on taking away our rights to engage in true collective bargaining in behalf of our members and the entire trade labor movement.

For a number of years our participation in legislative activities has been less than token and, of course, by federal law we are prohibited from expending any dues money for political activities, so our effectiveness on this front has not been what it should be.

To enable us to become active and help elect and retain friends of labor we must turn to our membership for help and request that you contribute on a voluntary basis to our Political League Fund. In this way we can do our part along with other labor unions to help our friends in Congress and work toward defeating those in power whose primary objective is to destroy, or at least "shackle" the trade labor movement in our free society.

As we all know, collective bargaining in the railroad industry has for many years left something to be desired. It has only been in the last few years that we have been able to make significant advances and then we had to do it the hard way. We are hopeful and optimistic that the future will see meaningful bargaining take place within the railroad industry which would eliminate the



inevitable crises that arise. The additional obstacles with which the present administration has burdened all labor organizations in the establishment of the Pay Board, however, has given us all cause for concern as under the present set-up reaching an agreement is not the end of the road.

In our particular situation we were able to get our last agreement approved through 1971, however, we still must have approval of the deferred increases which are scheduled to take effect in 1972 and 1973.

We do not anticipate any problems in getting approval, however, it is a sad state of affairs in our free society when a negotiated agreement, reached through the collective bargaining process between two parties must additionally receive a stamp of approval from a government agency set up by law to decide whether it can be placed into effect.

It is important that each of you think about what has taken place on the national front during the past four years. We know what conditions are now and we also know what would have been done if we had not stood up and fought for our rights.

In my opinion, 1972 will be a crucial year for the trade labor movement and it is time for all of us to become aroused and involved in our government at all levels—local, state and national.

We cannot afford to be apathetic and indifferent. We must jealously guard our right to vote and express ourselves, and we must make sure that we *exercise* that right to vote for the candidate of our choice.

Our membership is intelligent and we will not endeavor to tell you how to vote. We only ask that you weigh the issues, check the facts and the records of the various candidates who will be on the ballots, and then cast your vote.

You have a responsibility and an obligation to yourself, your family and the labor movement of which you are a very important part, to see that candidates are elected whose policies are concerned with the welfare of the working man. We cannot afford to let those who are interested only in furthering the prosperity of the wealthy and privileged remain in office or be elected to office.

The record is there for everyone to see and what we have seen of the policies of the present administration over the past three years leaves no doubt in our mind that we cannot permit them to continue.

During the next ten months we intend to work with the AFL-CIO and its affiliated organizations in focusing attention on the issues involved in the forthcoming elections. We cannot spend Brotherhood money for political purposes so we must rely on your voluntary contributions to our Political League to assist us in our endeavors in your behalf.

The issues are important and require a total—not token—effort on our part.

I trust we can count on you to do your part, not only by joining the Signalmen's Political League, but also by working within your own Local and in the area where you reside to see that the voice of labor is heard in the ballot box where in our opinion, it speaks the loudest.

# Pay Board Clears Signalmen's Agreement

ON DECEMBER 9, 1971 THE Pay Board approved the Signalmen's wage agreement by a nine to three vote. The Pay Board approved all of the 1971 retroactive increases due January 1, April 1 and October 1, 1971. The Board emphasized that three future increments in the agreement due on April 1 and October 1, 1972 and April 1, 1973 are subject to review in accordance with the normal prenotification and review procedure of the Board.

Then on December 20 the Pay Board said it goofed in announcing approval of retroactive payment of October 1, 1971. The Board announced it would consider the matter again at a later date.

This announcement by Pay Board Executive Secretary, Jerome K. Tankel, caused some confusion as it was understood the retroactive pay raise was an exception to the Board's general rule disallowing freeeze period pay increases.

The Signalmen's agreement had been looked upon as setting a pattern that would enable other rail unions to receive retroactive payments also.

President Chamberlain stated the position taken by Mr. Tankel was ridiculous. Chamberlain reported the Signalmen would not take this decision lying down and if the Pay Board did not reaffirm its approval of retroactive pay increases the railroad industry could blow up. He also noted that any action the Signalmen took would have the full support of everyone in the industry.

The Board's failure to give its OK on the five percent increase had kept the railroads from putting the new rates into effect.

In a statement to the newspapers President Chamberlain said, "I knew there was a state of confusion at the Pay Board but I did not know it was this bad."

On December 22, 1971 the executive secretary of the Pay Board sent a telegram to President Chamberlain and Mr. J. P. Hiltz, chairman of the National Railway Labor Conference, informing them of the Pay Board's approval of the Signalmen's agreement.

The labor and business members of the Pay Board again teamed up to approve the Signalmen's contract.

On December 22, all General Chairmen were notified of the approval and the NRLC was notifying the Carrier Members of the retroactive payments and the new rates.

The agreement is now in effect including the letters of understanding that were printed on pages 287 and 288 of the December issue of the Signalman's Journal.

One letter of understanding required retroactive payment within 60 days from the date the Pay Board gave its approval. Carriers finding it impossible to make the retroactive payments within the time specified must notify President Chamberlain in writing why such payments have not been made and when such retroactive payments will be made.

Article VI of our November 16, 1971 agreement remanded the Camp Car issue to the individual properties for disposition. In order for Grand Lodge to compile the necessary information required in this Article, it is imperative that General Chairmen furnish President Chamberlain with the information he requested in his letter of December 2.

Parties unable to reach an agreement by April 1, 1972 to satisfactorily dispose of any issue which might develop in accordance with paragraph (a) of Article VI will immediately agree to the establishment of a committee to investigate the matter and make final and binding recommendations.

The committees party to the November 16, 1971 agreement have, under Article V, the responsibility to determine whether the double time provisions in Article V are superior to double time provisions in their present agreements.

If their agreement does not provide for double time pay, or if the existing double time rule is inferior or equal to Article V, further action on the part of General Chairmen is unnecessary. Article V will automatcially become effective on January 30, 1972 or 75 days after November 16, 1971.

However, if the double time provisions in the agreement are superior to the double time provisions of Article V of the November 16, 1971 agreement, the General Chairmen must, in order to retain those provisions, notify their Carriers of their desire to do so. Such notification must be in writing within sixty days of the date the agreement was approved or January 15, 1972.

# John W. Ingram Sworn In As Federal Railroad Administrator

JOHN W. INGRAM WAS sworn in as the Federal Railroad Administrator on October 13. Department of Transportation Secretary John A. Volpe administered the oath to Ingram who was nominated for the position by President Nixon last April.

Prior to taking over the top post at the Federal Railroad Administration, Ingram was vice president of marketing for the Illinois Central Railroad.

A railroader since his student years when he held a summer job as a brakeman on the Long Island Railroad, Ingram has served in executive capacities on three railroads.

He was director of profit analysis for the New York Central Railroad from 1955 to 1961. From 1961 to 1966 Ingram was director of cost and price analysis for the Southern Railway. He joined the I.C. in 1966 as vice president of marketing and held that post until taking over the top post in the F.R.A.

A native of Cleveland, Ohio, Ingram graduated from Syracuse University in 1952, and received his master's degree from the Columbia Graduate School of Business in 1955.

As Federal Railroad Administrator Mr. Ingram will have charge over the Bureau of Railroad Safety.

Ingram succeeds Reginald N. Whitman, who resigned the position of Federal Rail Administrator in 1970 to accept the presidency of the Missouri-Kansas-Texas Railroad.

# Tentative Agreement on Health-Welfare Reached by Unions and Railroads

A TENTATIVE AGREEMENT BETWEEN THE COOPERATING Railway Labor Organizations and the nation's railroads disposed of the Health and Welfare notice served by the organizations on October 15, 1971 and of subsequent counterproposals served by the carriers.

President Chamberlain announced the agreement provides for the extension of present benefits with Travelers Insurance Company another two years with the carriers paying the additional cost in premiums. In addition, the carriers have agreed to pay an additional $1.22 per month per employe for improvements in the plan which will be determined in the next few weeks.

The Travelers Insurance Company of Hartford, Conn., carries the current contract, which it reinsures with nine other companies. Travelers holds about 40 percent of the contract for itself.

The carriers estimate the cost of the current contract at $250 million a year. They pay $41.05 a month for each employe and his dependents under the contract. Under the tentative agreement the carriers will pay approximately $55 a month for each employe and his dependents.

The current contract, which went into effect March 1, 1970 and expires February 29, 1972, is believed to be the world's largest from a standpoint of private coverage.

The Signalmen are a member of the 14 organizations that comprise the cooperating group, but this agreement also applies to several other unions.

The organizations estimate that hospital, medical and surgical costs have increased about 30 percent in the last two years, a key reason for the need for higher premium payments by the railroads.

The current contract provides $6,000 life insurance coverage for active employes, plus $4,000 in case of accidental death or dismemberment, and loss of sight.

It also provides $2,000 life insurance for retired employes.

Other benefits include coverage for up to 180 days hospitalization and $20,000 for the life-time maximum on major medical expenses.

Highlights of the Signalmen's notice and the improvements we are seeking were carried in the December issue. The Signalmen's Journal will carry the final agreement when it is reached.

# Auto-Train Now Operating Between Washington and Florida

EARLY IN DECEMBER A NEW U.S. VENTURE IN RAILROADING appeared with the maiden voyage of a new train service.

A private corporation called Auto-Train, it is a combination passenger train and auto ferry shuttling between Alexandria, Va. and Sanford, Fla. A bold new concept in travel the Auto-Train was built on the idea that people should not have to wear themselves out driving to Florida.

The advantages of this type of service are: the convenience of having your own car with you, arriving refreshed, travel time greatly reduced, motel bills enroute are wiped out, and car rental bills eliminated.

The Auto-Train leaves every night at 8 p.m. for Florida from a private terminal 15 miles south of Washington, D.C. and the northbound train from a private terminal in Sanford, Florida.

Your car is carefully driven into one part of the Auto-Train, a fully enclosed auto carrier car and the passengers board another part where they ride in luxury, enjoy the entertainment, the food and the comfort.

The Auto-Train arrives at 11 a.m. the following morning in Sanford, Florida. Sanford is located right in the center of the state which makes it centrally convenient to just about anywhere. It is just a half-hour drive from the new Walt Disney World, 40 minutes from Daytona Beach, 1½ hours from the Tampa-Saint Petersburg area and 3½ hours from the Fort Lauderdale-Miami area.

One way fare cost $190 for a vehicle, a driver and three passengers. Additional passengers can ride for another $15 apiece. Sleeping facilities are available for $40 for double occupancies. However, Auto-Train officials claim passengers can sleep comfortably in specially-designed seats and they do not think the sleeper is necessary.

The fee also includes meals that are unusual for dining car fare. There are snacks for children and hors d'oeuvres for adults upon boarding. Then a sit-down buffet for the whole family that has everything from Lobster Bellevue, Beef Wellington, French pastries, French cheeses and eight different salads. In the morning a complimentary continental breakfast.

In addition there are a cocktail lounge, G-rated movies for children and G-P movies far the adults. A "teen lounge" is also planned.

The two new trains were bought from the Santa Fe Railway and the auto carrying cars from the Canadian National Railway. All cars are extremely comfortable and were redesigned to Auto-Train specifications. All passenger cars have upstair seating in either fully or half enclosed glass dome.

The new company has signed leases to operate over the tracks of the R.F.&P. Railroad and the Seaboard Coast Line.

Passengers have voiced enthusiasm over the service and trains southbound are "sold out" through January 22.

This is the first real new idea in passenger train operation. From early reports the acceptance and support by the Public assure the Auto-Train's success. It is unfortunate that Amtrak didn't use the same policy in their operation.

If the Florida line proves successful Mr. Eugene Garfield, Auto-Train's 36-year old president, says he is considering starting a Cincinnati to Florida run.

# Legislation Introduced To Restore Pass Privileges

CONGRESSMAN MANUEL LUJAN JR. (R., N.MEX.) HAS INTRODUCED legislation in the House of Representatives which would, if passed, re-instate the pass privileges enjoyed by certain railroad employes and their eligible dependents which were revoked when Amtrak took over operation of most passenger train service.

In introducing his bill (H.R. 11450) Congressman Lujan said:

"Mr. Speaker, with the advent of Amtrak, many of my constituents were deprived of one of the privileges they assumed was theirs for life—their right to ride the railroads of the United States for free or reduced rates.

"Under Amtrak this is no longer true. Many of the free lifetime passes have been revoked and these people have been told that they will have to pay. They believe, and rightly so, that they paid with the years of labor they put in working for the railroads. They only expect that which they deserve.

"Therefore, today I am introducing a bill which would, if passed, re-established their rights in this area. My bill would reinstate the passes under the terms in force before the creation of Amtrak. I doubt that many of us had this revocation in mind when we created this corporation, and I am sure that all of us would want to return to these people that which is justly theirs. I am looking forward to early enactment of this legislation."

Congressman Lujan's legislation was not considered before Congress adjourned for the holidays but every Signalman and all retired members should write to both their Congressmen and Senators requesting they support this important piece of legislation. When the mail is heavy on a piece of legislation most Congressmen take interest.

The bill number is H.R. 11450 and it needs the support of every voter.

# Penn Central Cited by OSHA

THE BROTHERHOOD OF RAILROAD SIGNALMEN FILED A complaint with OSHA against the Penn Central Transportation Company on August 10, 1971. The complaint was against PC's Communication and Signal Headquarters Building in North Philadelphia.

A compliance officer from the Philadelphia office of OSHA performed a safety and health inspection on December 7, 1971. As a result of this inspection the company received a citation.

The Signalmen listed nine safety and health hazards in its complaint and requested they be investigated. However, none of the items listed in the Brotherhood's complaint were included on the citation that was issued.

These items were found either to have been abated by the Penn Central prior to the inspection, or it was determined that the alleged hazard did not violate a Federal Regulation.

With regard to one of the nine items, an unvented toilet cubicle, although a violation of a Federal Regulation did not exist, the company has been sent a notice alleging a health hazard.

Under the act, whenever the Brotherhood is in disagreement with the findings, we have the right to seek an informal review. The law requires, "the complaining party may obtain review of such determination by submitting a written statement of position to the Regional Administrator, and at the same time, providing the employer with a copy of such statement by certified mail."

The Brotherhood of Railroad Signalmen has filed other complaints against other carriers. However, this is the first report of an inspection and the issuing of a citation as a result of the inspection.

As reported in the August 1971 issue of the Signalman's Journal, The Occupational Safety and Health Act of 1970, which became effective on April 28, 1971, is very broad and comprehensive. The act requires the employer to furnish to each of his employes, employment and a place of employment which are free from recognized hazards that are causing or are likely to cause death or serious physical harm to his employes.

# OSHA Noncompliance Cited

REPORTS ON THE FIRST SIX months of the new Occupational Safety and Health Act reveal that only 20 percent of the establishments inspected under the Act have been found to be in compliance with federal safety regulations.

In a report to Congress on the implementation of the new law the occupational safety and health administration says it has conducted a total of 8,165 inspections in establishments employing 1,437,293 workers in the first four months of the current fiscal year.

Of the establishments inspected, 1,703 or about 21 percent, were found to be in compliance.

The Department of Labor issued 5,636 citations alleging violations of standards, and proposed a total of $361,692 in penalties. One hundred and thirty of these citations have been contested by employers.

Until August 27 most inspections carried out by the Labor Department were in response to specific complaints of reports of serious, imminent hazards, or in the industries covered by previously existing federal safety legislation.

On that date, the initial safety standards package published in May went into effect, and every employer in the United States was required to comply with a broad range of safety and health requirements.

There are more than four million workplaces that come under the jurisdiction of the law. If these establishments continue to be inspected at the present rate, it will take 20 years to inspect each establishment once. This percent of inspections and the large percent found to be in noncompliance are evidence that employers are not voluntarily complying with the law and strong enforcement is needed.

The following is a breakdown for the fiscal year which began July 1:

| | July | August | Sept. | October | Total |
|---|---|---|---|---|---|
| Inspections | 1,414 | 1,837 | 2,137 | 2,777 = | 8,165 |
| Violations | 1,546 | 3,522 | 5,225 | 8,406 = | 18,699 |
| Citations | 238 | 262 | 1,331 | 3,477 = | 5,308 |
| Penalties | $38,400 | $32,116 | $84,513 | $194,346 = | $349,375 |

*Office of the*

# *SECRETARY-TREASURER*

## Railroad Retirement Reminders for the New Year
## Questions and Answers

A "CURRENT CONNECTION with the railroad industry" is one of the requirements an employe must meet in order to qualify for a supplemental annuity or a railroad occupational disability annuity. In addition, the existence of a current connection is one of the criteria for determining which agency — the Railroad Retirement Board or the Social Security Administration—has jurisdiction over any survivor benefits payable on the basis of an individual employe's earnings. The general purpose of the current connection requirement is to reserve these particular benefits for employes whose last regular employment before retirement or death was in the railroad industry.

The following questions and answers give examples of how a "current connection" is determined to exist and how it might be broken.

*How is a current connection determined?*

An employe has a current connection with the railroad industry if he worked for a railroad in at least 12 out of the last 30 consecutive months before his retirement annuity begins or his death. Any earlier 30-consecutive-month period may be used if the employe had no regular nonrailroad employment following the period. For this purpose, "regular nonrailroad employment" excludes self-employment, relief work, foreign employment for some Railroad Retirement Act employers, and emergency military service.

*I am 63 years old and recently retired on a reduced annuity after completing 25 years of railroad service. If I now work in a nonrailroad job, will it break my current connection so that I will be ineligible to receive a supplemental annuity at age 65?*

No. An employe who has a current connection when his regular retirement annuity begins retains it permanently.

*I left my railroad job 3 years ago, after more than 10 years of service. Since then I have worked outside the railroad industry. Will I have a current connection if I retire now?*

Probably not. You would retain your current connection only if your nonrailroad work in the past 18 months is not considered to be "regular employment." If during that 18-month period, you worked outside the railroad industry in *any* 3 consecutive calendar quarters and had earnings of $300 or more in any 2 consecutive calendar quarters, you would be considered to have been in regular employment. As a result, your current connection would be broken. HOWEVER, SINCE YOU HAVE MORE THAN 10 YEARS OF SERVICE YOU WILL STILL, OF COURSE, BE ELIGIBLE FOR A REGULAR ANNUITY BASED ON YOUR YEARS OF SERVICE AND AVERAGE MONTHLY COMPENSATION.

*I have been operating my own trucking business for the past several years since working for a railroad. Could I still have a current connection?*

Self-employment does not break a current connection unless the business is incorporated. If you had no other regular employment during those years and your business is not incorporated, you can receive any benefits for which a current connection is required and for which you qualify.

*I worked regularly for a railroad until the latter part of December 1970 when I was laid off. After that I started working regularly for a company other than a railroad. If I do not return to railroad work, how long will I retain my current connection?*

Your 30-month period begins with January 1970. Therefore, if you are working outside the railroad industry and do not return to railroad work, you will retain your current connection through June 1972. Work in such employment for the period after June 1972 and before the month you retire or die can break your current connection.

*I have been claiming sickness benefits since I ended my railroad career two years ago. I understand that sickness and unemployment benefits don't count as railroad service. Will I still have a current connection if I retire now?*

Yes, if you have not engaged in any regular employment since you left your railroad job. Your current connection would be established on the basis of any 30-month period before your retirement annuity begins in which you performed at least 12 months of railroad service.

*How does railroad vacation pay count for purposes of a current connection?*

Generally speaking, railroad vacation pay can be used as credit for a month or months of service in establishing a current connection. However, when a railroad employe is retiring, his vacation pay is usually credited to the last day he works unless this is not to his advantage.

*I receive both railroad retirement and social security benefits. I was told I had a current connection with the railroad industry when I retired 8 years ago. Is it correct that my widow will receive any survivor benefits due on the basis of my earn-*

**REMINDER**

**EMPLOYES BORN IN THE PERIOD FROM DECEMBER 2, 1903, THROUGH JANUARY 1, 1905, LOSE THEIR ELIGIBILITY FOR RAILROAD RETIREMENT SUPPLEMENTAL ANNUITIES IF THEY CONTINUE RAILROAD WORK AFTER JANUARY 31, 1972.**

*ings only from the Railroad Retirement Board?*

Yes, if you had a current connection when you retired, your widow will receive her annuity from the Board rather than the Social Security Administration. Your social security earnings will be combined with your railroad credits for purposes of determining the amounts of the benefits paid by the Board. However, a current connection is not required for a residual payment, if one is due.

Railroaders with questions about their current connection or other railroad retirement matters should contact their local Railroad Retirement Board office. You can find the address in the telephone directory under U.S. Government, Railroad Retirement Board, or by asking at your post office.

*What are the supplemental annuity closing dates for 1972 and how important are they?*

Closing dates are very important. Employes or retirees who perform any railroad work after their closing date permanently lose their eligibility for a railroad retirement supplemental annuity.

The first closing date in 1972 is January 31, and it applies to all railroaders who attained age 67 in 1971. For those who reach age 67 in 1972, the closing date is the last day of the month after the month in which they become 67. The closing dates for younger men are later, beginning with January 31, 1973 for all those reaching age 66 during 1972. The closing dates for older men were in 1971.

It should be noted that an employe reaches a given age one day before his birthday. For example, an employe born on January 1, 1905, will attain age 67 on December 31, 1971. Consequently his closing date is January 31, 1972.

*I will be 65 in three years and expect to receive a supplemental annuity when I retire. Is there any reason to contact the Railroad Retirement Board before that time?*

A recent study showed that for a significant number of railroad employes, the date of birth on record at the Board is incorrect. Some of these employes may actually be older than they think they are. To insure that such employes do not miss their closing dates, the Board is encouraging career employes 62 years of age or over to contact Board offices for help in establishing their correct ages.

Also, any employe who will not quite have the 25 years of service needed to qualify for a supplemental annuity on the usual closing date for his age should contact a Board office for advice. Under certain conditions his closing date may be deferred until he gets the additional service he needs.

*Are there any changes in the Medicare program in 1972?*

Yes. There is an increase in the amount a beneficiary will have to pay if he goes to a hospital. A Medicare beneficiary will have to pay the first $68 (previously $60) for hospital services received in each benefit period. Also, the daily rates for the 61st through the 90th day of a hospital stay will go up to $17 a day (previously $15) and, for each day of the special 60-day lifetime reserve used, his cost will be $34 a day instead of $30 as before. A beneficiary will also pay $8.50 a day (previously $7.50) for each day of posthospital care in a nursing home after the 20th day.

## Yearly Cards Now Available

**Special Yearly Cards, for those members who find it convenient to pay their B. of R.S. dues by the year in advance, are now available, Secretary-Treasurer R. T. Bates announced.**

**Members desiring one of the Yearly Cards should remit their dues for the year 1972 to the financial secretary of their local. The secretary will then report the per capita tax to Grand Lodge and the Yearly Card will be printed with the member's name and returned to the local secretary.**

**Yearly Cards will be available until March 31, 1972. After that time no more orders will be taken.**

**You can't lose if you purchase a Yearly Card because dues paid in advance will be returned if the member becomes eligible for a refund due to sickness, furlough, or termination of service. However, you can help lighten the load on your secretary and guarantee yourself good standing in the brotherhood for an entire year by purchasing one of the Yearly Cards.**

*I was 65 two years ago and did not elect the supplementary medical (doctor-bill) insurance part of Medicare at that time. Will I have another opportunity to sign up?*

Yes. You can sign up during the general enrollment period which runs from January 1, 1972, through March 31, 1972. If you enroll during that time, your coverage will begin July 1, 1972. This may be your last opportunity, because enrollment is limited to periods beginning no later than three years after the close of the initial period in which you could have enrolled (see question 6).

*I elected the doctor-bill insurance when I was 65 years old but dropped it last year. Now I'd like to have this coverage again. Can I re-enroll?*

Yes. You can re-enroll during the first three months of 1972, since this would not be more than three years after you dropped your coverage. But remember, if you ever drop out again, you cannot re-enroll twice.

*In a few months I will be 65. When should I sign up for the doctor-bill insurance?*

You should sign up in your *initial enrollment period,* rather than a general enrollment period. Your initial enrollment period begins 3 months before the month you reach 65 and lasts for 3 months after that month. If you sign up in the first 3 months of your initial enrollment period, your coverage will begin the month you reach 65. Otherwise, it will begin later.

*Will I receive a reminder from the Board about enrollment before I am 65 this year?*

If you are receiving railroad retirement benefits, you should receive an informational kit with an application shortly after the beginning of your initial enrollment period. All you have to do is complete the application and return it to the Board. If you are not receiving benefits you will not receive this kit. If you have 10 or more years of railroad service, you should contact the nearest office of the Board to apply. If you have less than 10 years of service you should go to a social security office.

*Are railroad retirement benefits subject to income taxes?*

*Regular* railroad retirement and survivor benefits are *not* subject to Federal or State income taxes and should not be listed on your tax return. Unemployment and sickness

*(cont'd. on page 11)*

## How and Why It Was Adopted

# The History Of The R.S.&I.

IN THE NOVEMBER ISSUE OF the Signalman's Journal we reported on the revisions proposed by the Federal Railroad Administration of the Rules, Standards and Instructions for railroad systems.

We all know the importance of the R.S. & I. in the every day operation of our railroads and how it helps to provide a safe means of operation.

We also know that if the Department of Transportation is truly interested in improving railroad safety it should require compliance with the present R.S. & I. and enlarge a section of the R.S. & I. to include coverage of Highway Grade Crossings in the Standards.

Because of the present action of the Bureau of Railroad Safety we felt our readers would be interested in the legislative history of the Signal Inspection Act and how it came into existence.

While this report was written in 1962 many of the remarks cover the present day action of both the carriers and the Federal Railroad Administration.

There was in existence in the 1930's a fairly adequate set of rules, standards, instructions, requisites and specifications, fairly adequate that is for the art of signaling as of that time, prepared throughout the years from the early 1900's on by a voluntary organization of signalmen, called "The Railway Signal Association," who were taken over in World War I by the A.R.A. (American Railroad Association) and later by the A.A.R. (Association of American Railroads).

There was one glaring deficiency in the Rules and Standards described above. While they had been painstakingly prepared by the ablest forces in the railroad fraternity and with the assistance of the manufacturers and designers, they were not mandatory. They were only recommended principles and practices with the result that railroad officialdom and management took or selected what parts they saw fit and applied them to their properties—personal ideas or idiosyncrasies often governed, likewise available funds were used as reasons, often, if not always, without regard for safety.

It was in this period that the carriers had an obligation which they failed to live up to in varying degrees. In the opinion of outstanding authorities of the times something less than 10 percent of the carriers probably had better than a 90 percent compliance record while the remaining 90 percent of the carriers had a record of something approaching zero to much less than a 50 percent compliance with their own set of rules and standards.

Commencing in the 30's, the so-called depression years, many railroads drastically reduced signal maintenance forces and lengthened signal maintenance territories, neither of which improved safety of operation of signal systems. Railroads, under the guise of an economy measure, retired signal systems without too much regard for safety of operation of trains, the employe and of the traveler by railroad.

Protests were made, and they continue to be made, to railroad supervision and management by Brotherhood Committees that signal systems were and are not being properly and safely maintained, with but sporadic hit and miss attempts at improvement resulting. Contacts were made with State Public Utility Commissions and Legislative Bodies and with the Interstate Commerce Commission.

For many years railroad labor had and still is urging safety—safety for the traveling public and safety for the employe.

State Legislatures and the Congress of the United States have been urged to legislate for Greater Safety in our railroad operations and maintenance.

Outstanding results in this respect are the Safety Appliance and Boiler Inspection Acts.

The Chairman of the Interstate Commerce Commission advised our representatives that the Commission Forces had authority under the Federal Laws to investigate signal apparatus when complaint was made that unsafe conditions existed but that the Commission's appropriations were insufficient to permit of adequate inspections as a regular procedure. If any relief were to be obtained in this direction, Federal Legislation would have to be enacted giving the Commission authority and power over the installation, inspection, and maintenance of railroad signal systems.

Legislative History pertaining to the original enactment of the so-called "Signal Inspection Act" actually started with the Amendment to Sec. 26 of the Interstate Commerce Commission Act dated August 26, 1937, which reads:

"In the matter of Rules, Standards, and Instructions for the Installation, Inspection, Maintenance and Repair of Systems, Devices and Appliances Intended to Promote the Safety of Railroad Operation."

A bill was introduced and passed by both Houses of Congress in the year 1937 giving the Interstate Commerce Commission the authority needed.

The Commission's Order, dated at Washington, D.C., April 13, 1939 outlined intent and purpose of the Act of Congress approved August 26, 1937, to require certain common carriers by railroad to install and maintain certain appliances, methods, and systems, so as to promote the safety of employes and travelers on railroads.

The order obligated said certain carriers to file with the Commission within six (6) months its Rules, Standards, and Instructions, if any, for the installation, inspection, maintenance, and repair of the systems, appliances, and devices covered in the order.

It also obligated the Bureau of Safety to approve such Rules, Standards, and Instructions submitted, if found adequate, modify same as the Commission might require and/or upon carrier's failure to file Rules, Standards and Instructions, the Commission shall prepare such Rules, Standards and Instructions, which, upon issuance and having been properly served upon the proper officers of the carriers, shall become obligatory.

The Commission instituting an investigation found what the railroad signal fraternity well knew—that the Rules, Standards and Instructions called for would be filed by but a small number of said carriers and even those filed were found inade-

quate and incomplete. They were largely selected parts of A.A.R. recommendations, selected for reasons of economy or expediency without regard for the overall safety of the traveler, the employe and others.

To quote I.C.C. Secretary Bartel on April 13, 1939:

"Whereas the rules, standards, and instructions for the installation, inspection, maintenance, and repair of the systems, devices and appliances covered by said section which were filed by a number of said carriers by railroad within the said period of six months were incomplete and inadequate to carry out the purposes of the act, and other carriers failed to file their said rules, standards, and instructions within the prescribed period of six months."

As a result the Commission issued Rules, Standards and Instructions based largely upon Signal Section Association of American Railroads' recommendations already in existence, as follows:

Rules, Standards, and Instructions for Installation, Inspection, Maintenance, and Repair of:

Automatic Block Signal Systems.

Interlocking.

Centralized Traffic Control Systems.

Automatic Cab Signal Systems.

Dragging Equipment and Slide Detectors and other similar Protective Devices.

Other similar Appliances, Methods and Systems.

Effective September 1, 1939.

Section in Connection with the Adoption and Promulgation of the September 1, 1939, Rules, Standards, and Instructions Issued by the Bureau of Safety.

The intent being that it had now become the responsibility of the carrier to comply with the Rules, Standards, and Instructions that had been promulgated and established in accordance with Paragraph (c) Section 26 of the Interstate Commerce Act as amended August 26, 1937, that the carrier by railroad must know that all installations, inspections, tests, and repairs are made and reports filed as required, and that all parts and appurtenances of the devices used are maintained in condition to meet the requirements of the Law and the said Rules, Standards, and Instructions.

Enforcement and policing became an obligation of the Bureau of Safety requiring the establishment of a staff and the creation of districts.

The creation or formulation of the Rules, Standards, and Instructions was tri-party, that is:

Representatives of the Commission, the carriers, and the employes all participated in varying degrees, at conferences between carrier and employe representatives held on November 21, 1938, and January 17, 1939, and on April 7, 1939, carriers and employes' representatives agreed to accept said Rules, Standards, and Instructions.

In the period 1939 to 1950 great strides were made in the art and science of railroad signaling, largely a matter of evolution, the need for more economic operation of trains, consolidation of facilities with innovations tending towards automation, everything intensifying the need for greater care in inspection, testing, and maintenance in order to maintain and improve safety of employes and travelers, and for other purposes.

The combined efforts of the manufacturers, railroad signal supervisory personnel, hard-working committees of the Signal Section of the Association of American Railroads, and the rank and file of railroad signal personnel, brought about tremendous advances in the art, one outstanding proof of which was the great increase in requisites, specifications, instructions, and standards issued by the Signal Section of the Association of American Railroads during this period.

The Authority of the Association of American Railroads in this matter consisted solely of issuing these instructions, requisites, and specifications as recommended practices with the result that barely six railroad systems in the United States made any pretense of whole-heartedly following the principles and practices laid down by the brains of the industry and, even those six were not uniform throughout in their application of the crafts' bible, nor even in their compliance with the Commission's issued Order of 1939.

Bear in mind, that a large portion of the period 1939 to 1950 was one of trial and error for the section of the Interstate Commerce Commission charged with the policing and enforcement of the Order of the Commission which had become generally known as the Signal Inspection Act. They had to secure the allocation of funds to establish a force of inspectors, examine applicants, and then train them. Proper enforcement was hit and miss dependent in many instances wholly upon the knowledge, initiative and energy of the individual inspector.

Primarily this was all due to the fact that the Association of American Railroads did not have mandatory powers—Officials, with ideas of their own as to where and how funds would be spent, gave little heed to the needs for safe operation, and then again, even where funds were made available, individuals in authority elected to fashion their own standards often resulting in a lone individual running contrary to the findings of a 90 percent vote of the member road's officer delegated by the roads to vote in the Association of American Railroads on signal matters.

The entire industry was well aware of the situation which prevailed and it again fell upon Labor as it had in 1937 to urge that a new and revised Order of the Interstate Commerce Commission be instituted.

The Rules, Standards, and Instructions of 1939 had become outmoded. Commission Inspectors, with nothing else to guide them than the 1939 Rules, found themselves handicapped so that Labor's urging for new or revised rules met with complete approval of the enforcement staff of the Commission and little opposition was forthcoming from railroad signal officialdom or personnel, because as sketchy and poor as was compliance by the carriers and enforcement and policing by the Commission of the 1939 Rules, Standards, and Instructions, it was apparent to all intimately concerned that much good had come from the "SIGNAL INSPECTION ACT."

As a consequence, under the able direction of Commissioner W. J. Patterson, Head of Division III, an able and experienced railroader and a dedicated exponent of greater safety in railroading, the compilation of the current Rules, Standards, and Instructions was undertaken.

By this time there was in existence a committee in the Association of American Railroads, by name the Rules, Standards, and Instructions Committee of the Train Operation, Control and Signals Section (T.O.C. & S.) of the Association of American Railroads.

The task of compiling and negotiating the currently in existence rules with the Commission's representatives and the interested public (largely manufacturers' representatives) and railroad signal and operating as well as mechanical (train control) and other interested parties devolved to an appreciable extent

upon the R.S. & I. Committee. Meetings were held in various cities to enable the greatest publicity and opportunity to hear comments or objections. Advance notice of meeting dates were in all cases given, and Commissioner Patterson was insistent upon these rules being the result of a complete agreement between the Interstate Commerce Commission, the representatives of the carriers and the representatives of Labor, and the statement was made in open meeting on more than one occasion that said agreement was as binding upon one of the parties as on the other, and that said Rules, Standards, and Instructions could only be changed as they had been made, that is by agreement between all three parties.

It can be stated without fear of contradiction that all three parties having intimate knowledge of the rules promulgated had great expectations of the improved situation that must result—and, in many instances, expectations were fulfilled.

Effectiveness of the Bureau of Safety's staff improved immensely. Inspectors of the Bureau were reinstructed—the staff of the Commission was enlarged. Many of the carriers found it necessary to add inspectors or men in a like capacity —to change titles and to upgrade men and to change shop practices to provide for the more frequent shopping of safety instruments found not meeting safety requirements. Notwithstanding the Signal Inspection Act was not, nor was it ever intended to be, a "make work" act, carriers who had been prior to the Act somewhere near complying with Signal Section Association of American Railroads' recommendations had no monies to spend by additions to forces for inspections and/or tests.

In the matter of compliance and non-compliance by the carriers, practically all railroads had some monies to spend on modernization, however, periods of up to five years were granted for compliance and, even after that, further extensions were freely granted upon hearing and adequate showing.

Labor generally protested all such extension applications but frequently only for the purpose of being able to keep posted in these matters so vital to safety, and rarely made too strenuous a protest where progress was being made, even if slow. Labor had been many years awaiting any improvement, if not deterioration, in matters of safety on the properties of many carriers.

For some years after 1950, compliance of the carriers in the matter of maintenance, tests, and inspections, was by and large satisfactory to Labor—to many of the employes the new (to-them) d e m a n d s were strange—they had to be trained and instructed, same was true of the Interstate Commerce Commission's staff of inspectors—to the officers of Labor any improvement at all was progress and this gradual, if slight, improvement was encouraging.

While being the policing agent responsible to the Congress to insure compliance with its dictates, the Interstate Commerce Commission have tolerated gradual loosening and lessening of the requirements of the Signal Inspection Act until today on the property of many carriers, safety, as required under the Act, has become a misnomer. An investigation by a committee of the Senate of officers of the carrier, employes from the ranks, of inspectors and staff of the Interstate Commerce Commission, would not only be very much in order, but would show shocking disregard of the insuring of safety fundamentals.

The failure of many carriers to maintain signal facilities and apparatus and appurtenances in accordance with provisions of the "Signal Inspection Act" is well known to the officers of Labor through reports of the maintenance forces to their local and system lodge officers—our officers cannot bring charges or conduct verifying investigations—such matters are not within our province. To an appreciable extent some of this flouting of the law has, no doubt, been brought about by retrenchment—most ruthless retrenchment on the part of some carriers, where forces have been reduced to a point where only the barest essentials of maintenance can be performed, let alone conducting any of the prescribed safety checks and tests.

The failure of the Bureau of Safety and Service to require compliance with the detail provision of the "Signal Inspection Act" is no secret.

As stated previously the Bureau is the branch of the Interstate Commerce C o m m i s s i o n specifically charged with the duty of policing and enforcing the law. Sure, they have issued citations for violations in a few instances and a few nominal fines have been levied, but this is only playing at enforcement. Of course, retrenchment has occurred within the Interstate Commerce Commission, but in many instances, inspectors have been ordered to remain at their field headquarters or within a radius of a few miles for upwards of twenty (20) days per month, in order to reduce travel expenses. Under such conditions very little actual inspection work and checking to insure the carriers' forces were conducting periodic safety tests could be done, with a resultant impairment of morale to an extent that all the way from the higher staff echelons in Washington d o w n through the ranks of the field forces, compliance today is near zero. It almost seems as though some managements and the Interstate Commerce Commission have consorted to completely disregard the intent and purposes of the so-called Signal Inspection Act for the safety of operation of trains, and the safety of the traveling public and the employes.

Repeated violations have been called to the attention of both the carriers and the Commission with the result that in the final analysis the Commission finds little or nothing wrong with carrier action, and even when a fine is levied for noncompliance the carrier often continues the same violations, it being less costly to pay the token fine than to take remedial action.

A recent outstanding example of how railroad managements and the Association of American Railroads, with the aid and assistance and concurrence of the Interstate Commerce Commission and its Chairman, the Honorable Mr. Everett Hutchinson, in spite of the protestations of Labor, have sacrificed safety for economy.

On June 2, 1960, the Commission issued its first Order of Proposed Rulemaking in connection with the Signal Inspection Act since its creation in 1939 (21 years). Said proposed order purported to treat with Section 136.410 to the exclusion of all other sections. In other words, certain railroad managements and the Bureau of Safety and Service of the I.C.C. decided to open up the Rules, Standards and Instructions to change one rule or section, excluding any discussion or consideration of rule or section changes that other interested parties might want.

There had been in existence an informal agreement that a proceeding such as this would not be undertaken and for some twenty (20) years it never had been.

# Color Prints of Nostalgic Painting Available

SIGNALMEN AND THEIR FRIENDS WILL BE interested to know that a limited edition of a print by Artist Jon Rigsby is now available.

"The Lamplighter" is the first in a series entitled "The Vanishing American" and portrays a familiar but fading sight at railyards and terminals. The lampman, with his oil can and rag, the tools of his trade, as he followed the yard lead filling and tending the old kerosene oil burning switch lights is fast becoming a vanishing American as the railroads convert these lights to electricity.

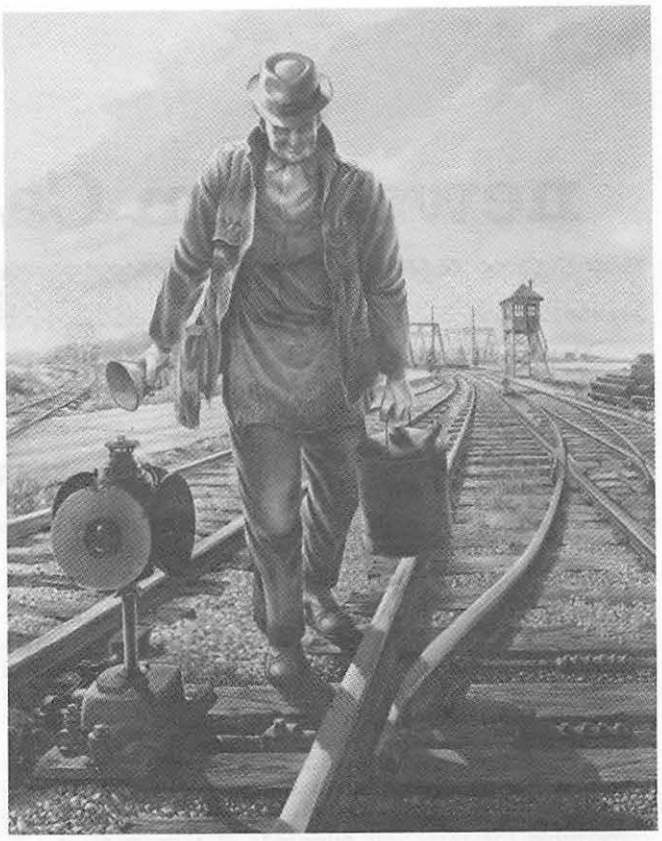
This painting, now out in a limited edition print, is a collector's item of great appeal to railroad buffs and anyone charmed by nostalgia. Many old time signalmen can recall when the lampman position was the start of a signal career. Until the end of World War II the lamplighter could be found in almost every railyard in the United States.

The artist, Jon R. Rigsby, first became interested in the lamplighter as a subject for a painting in his home town of Evansville, Indiana.

The loneliness of this fellow as he walked his route two or three times a week with his can of oil, stopping at each switch and filling the kerosene switch light, provides all of the ingredients for a great picture.

Born in Evansville, Indiana in 1923, Artist Jon Rigsby has spent years developing his talents and painting life as he sees it. Primarily a self-taught artist, he has studied at the University of Wisconsin, University of Evansville, and under the tutelage of other artists.

A stickler for detail and accuracy, he spends hours studying his subject and all related objects. Preferring to paint "on the scene," but doing much of the finished work in his studio, Mr. Rigsby leaves no detail to chance. Sketching, interviewing, and research all play an important part in the completion of a painting.



These limited edition prints measure 19x24 inches and sell for $12.50 including mailing. The prints will be signed, the first 500 will be numbered as they come off the press, and all will be stamped to guarantee authenticity.

Prints may be ordered from The Signalman's Journal, 2247 Lawrence Avenue, Chicago, Illinois 60625, making checks payable to Jamari Studio.

## Railroad Retirement Reminders For The New Year

*(cont'd. from page 7)*

benefits paid by the Board are also nontaxable. On the other hand, *supplemental* employe annuities must be included along with other taxable income on your Federal income tax return. However, in the opinion of the Board's legal counsel, supplemental annuities are exempt from State income taxes.

*I receive a supplemental annuity. Will the Railroad Retirement Board send me a statement of my 1971 payments to use when I file my Federal income tax return?*

Yes. The Board will send you a form early in 1972 that will show the total amount of supplemental annuity payments you received in 1971.

*Should I visit one of the Board district offices for help in filing my income tax form?*

"Old J. B. thinks the plant can't run without him!"

No. The best place to get answers to any questions about your Federal income tax is the Internal Revenue Service. If you have questions about State income taxes, you should contact the appropriate State office. However, your nearest Board office is the best source of information about the railroad retirement system.

*Will I pay higher railroad retirement taxes in 1972?*

If you earn more than $650 a month your taxes will be higher. The tax rate remains the same, but the amount of earnings taxable and creditable toward benefits is increased from $650 to $750 a month beginning January 1. This means that a railroad worker who earns $750 or more in each month of the year will pay $119.40 more in taxes in 1972.

# news from Canada

## NEW YEAR'S MESSAGE

**Donald MacDonald, President, Canadian Labour Congress**

THE YEAR 1972 WILL PRESENT GREAT CHALlenges to organized labour in Canada. During the past year we have been plunged into an economic crisis of proportions unequalled since the Great Depression of the 1930s; and, at the turn of the year our country's economic future remains highly uncertain.

We have been experiencing unemployment on a scale which is nothing less than a national disgrace. During 1971 the policies adopted by the federal government were responsible for throwing hundreds of thousands of Canadians out of work; and then this disaster was further compounded by action taken in the United States. The loss in production as a result of unemployment is staggering; yet even this is far exceeded by the toll in human suffering. While some Canadians have been experiencing the joys of a festive season, thousands more have suffered the indignities and the deprivation of being without the opportunity to work for a living. This condition must not be allowed to continue through 1972. The provision of meaningful work to those now without jobs is of the highest priority and every effort must be made by all Canadians, in all sectors of society to force the government to accept its full responsibilities in this regard.

As we enter a new year economic conditions will undoubtedly remain the greatest of labour's concerns. At the same time there are other matters to which we will have to direct our attention. One of these is consideration of important changes which are being proposed with regard to labour legislation, both within the federal jurisdiction and that of the provinces.

Over the years organized labour has made considerable progress, often at great cost; and yet there is no guarantee that these advances which have been made are established for all time to come. There are repeated efforts to restrict the activities of workers' organizations so that their bargaining power will become ineffective. A striking example is to be found in proposals for the strict limitation of picketing in the draft of new federal labour legislation. If these suggestions were to be adopted organized labour would be singled out from all other sectors of society in being deprived of freedom of expression.

At the same time there are those who would impose an unfair economic burden on workers by forcing them to assume a major part of the most of technological change by becoming its victims. The need for legislation to protect workers exposed to these rapidly changing conditions has long been evident and the Canadian Labour

L'ANNÉE 1972 COMPORTERA DE GRANDS DÉfis pour les syndiqués canadiens. Au cours de l'année passée, nous avons été plongés dans une crise économique inégalée depuis la grande dépression des années 30, et nous abordons la nouvelle année remplis d'incertitude quant à l'avenir économique de notre pays.

La crise de chômage que nous traversons a atteint les proportions d'un scandale national. La politique suivie par le gouvernement fédéral en 1971 a eu pour effet de jeter des centaines de milliers de Canadiens sur le pavé, désastre qui a été encore aggravé par des mesures prises aux Etats-Unis. Les pertes en production qui découlent du chômage, quoique catastrophiques, sont largement dépassées par la souffrance humaine qui l'accompagne. Pendant qu'une partie des Canadiens s'adonnent aux joies de la saison des fêtes, des milliers d'autres souffrent du désespoir et du dénuement provoqués par l'impossibilité de trouver du travail. Cette situation ne peut plus continuer en 1972. Il faut, de toute urgence, fournir à tous ceux, actuellement sans emploi, le travail qui leur rendra la dignité et la fierté. Tous les Canadiens, quel que soit le secteur de la société auquels ils appartiennent, doivent faire tout en leur pouvoir pour forcer le gouvernement à s'acquitter de sa responsabilité dans ce domaine.

La situation économique demeurera certainement le souci majeur du mouvement syndical en 1972. Il existe cependant d'autres questions qui exigeront notre attenton. L'une d'entre elles est l'examen des modifications importantes que l'on s'apprêhe à apporter à la législation du travail, tant au niveau fédéral que provincial.

Le mouvement syndical a progressé considérablement au cours des années, souvent au prix de grands sacrifices; il n'existe cependant aucune garantie que ces progrès nous restent assurés pour toujours. On ne cesse d'essayer de restreindre l'activité des organisations syndicales, de façon à saper leur pouvoir de négociation. Il en existe un exemple frappant dans les propositions visant à la limitation draconienne du piquetage, contenues dans le projet de nouvelle législation fédérale du travail. Si ces propositions étaient adoptées, les syndiqués seraient les seuls, dans toute la société, à se voir refuser la liberté d'expression.

Puis, il y a ceux qui voudraient imposer aux travailleurs un fardeau économique injuste en les forçant, seuls, à faire les frais du progrès technologique et à en devenir les victimes au lieu des bénéficiaires. Le besoin de mesures législatives visant à protéger les salariés menacés par ces bouleversements se fait sentir depuis longtemps et le

Congress supports the federal government in its effort to introduce such legislation. The strong opposition expressed by many management spokesmen is an indication of a failure to keep pace with the times and to recognize the human values in industrial relations.

As we look to 1972 we also see the need for greater activity on the part of organized labour in meeting the great challenges which face society as a whole. In recent years the Canadian Labour Congress has intensified its efforts in this direction, working with various groups and communities in an effort to jointly solve great social problems. These efforts will not only be continued but will be intensified in the next year.

In addition to efforts to raise living standards of all working people through collective bargaining, unions have a social role of great importance. Organized labour has, in many ways, contributed to social progress since the earliest days of our movement. We are now, more than ever before, eqiupped to assume our responsibilities in this regard and this will be one of our foremost objectives. The continuing prevalence of poverty is an all-too-evident example of unmet social needs. Such needs call for increased effort and co-operation on the part of all Canadians and unions in Canada must and will be prepared to play their part in 1972 and the years to follow.

Congrès du Travail du Canada appuie les efforts du gouvernement fédéral en vue d'introduire une législation appropriée. L'opposition acharnée d'un nombre de porte-parole patronaux indique leur incapacité d'être avec leur temps et de reconnaître les valeurs humaines dans les relations de travail.

En entamant la nouvelle année, nous prévoyons en outre une activité accrue, de la part des syndicats, pour répondre aux défis qui confrontent la société en général. Au cours des dernières années, le Congrès du Travail du Canada a intensifié ses efforts dans ce domaine, en travaillant de concert avec divers groupements et communautés pour essayer de résoudre, d'un commun effort, toutes sortes de problèmes sociaux d'envergure. Cette activité continuera à une cadence accélérée.

Les syndicats, dont le rôle traditionnel a toujours été de relever le niveau de vie de tous les travailleurs grâce aux négociations collectives, remplissent aussi un autre rôle très important dans le domaine social. Le mouvement syndical a, depuis toujours, contribué au progrès social par toutes sortes de moyens. Nous sommes, aujourd'hui plus que jamais, en mesure de répondre à ce besoin, et considérons cette tâche comme l'un de nos objectifs primordiaux. Le fait que la pauvreté continue à être l'un des fléaux du Canada est la preuve évidente de besoins sociaux non satisfaits. Ces besoins requièrent un effort et une coopération accrus de la part de tous les Canadiens, et les syndicats sont prêts à faire leur part, tant en 1972 qu'au cours desannées qui suivront.

# Amtrak Continues To Revise Its Pass Policy

ON OCTOBER 1 AMTRAK issued a revised memorandum with respect to free and reduced rate transportation for railroad employes.

Free transportation will be authorized to employes of railroads and Terminal Companies participating in Amtrak operations and performing necessary services for Amtrak on Amtrak instructions.

System-wide annual passes will be issued by Amtrak to certain of its employes and directors for business travel and personal travel.

Reduced-rate (half-fare) transportation system-wide on a space available basis may be furnished to Amtrak employes and retirees and to their dependents.

Reduced-rate transportation may be furnished to participating railroad and participating terminal company employes, their retirees and to their dependents, with a one-year minimum service requirement for travel on other than the employing railroad.

This includes eligible employes of participating Terminal Companies for free transportation on only one of the participating railroads serving their terminal, as selected originally by each employe.

Amtrak has included the employe status eligible for free transportation to employes on leave to serve in the Armed Forces and representatives of a carrier labor organization provided he retains his seniority on his home railroad.

Free transportation on annual passes on a space-available basis in sleeper-coaches, parlor and sleeping cars upon payment of the appropriate accommodation charges.

Employes 50 percent reduced-fare orders will be issued by the employing company to employes, retired employes and dependents of participating railroads and terminal companies for travel on a space available basis.

These reduced fare orders will be exchanged for employes at Amtrak ticket offices for tickets at one-half the regular coach fare based on the one-way fare. Space in sleeper-coaches, sleeping and parlor cars, will be paid at the full accommodation charge.

Amtrak will issue annual passes showing Amtrak's name and logo and the name of the person to whom the pass is issued. The pass will also show the person's occupation, location and lines and trip or territory for which the pass is valid. Limitations and other conditions for its use and the date of expiration will also be shown.

Amtrak will have three types of passes: Annual Pass Series AE for Amtrak Employes, Series RE for railroad employes and Trip Pass Series T for nonrecurring travel related to Amtrak operations.

President Chamberlain requested Amtrak to broaden the scope of half-rate privileges and make other changes in Amtrak's pass policy. It was reported careful consideration was given to his request but that it was denied. However, Chamberlain stated the Signalmen and the R.L.E.A. would continue their efforts to broaden or amend the policy.

# YOUR WASHINGTON Reporter

By R. E. Porter

THE 92ND CONGRESS wound up its first session with little action on a multiplicity of measures involving the railroads and other forms of transportation. On most such legislation, decisions were postponed to the second session in 1972.

Progress was made on additional funding for Amtrak, the semi-public corporation operating most intercity rail passenger service. Hearings were held on differing bills designed to aid the railroads and transportation generally. Other measures are at various stages in the legislative pipeline.

On the encouraging side was the fact that Congress showed little interest in President Nixon's proposed anti-strike legislation for the transportation industry. This legislation, which would impose a disguised form of compulsory arbitration, was vigorously opposed by all rail unions, and by organized labor generally.

As a counterfoil to Nixon's plan, labor waged a hard fight for a measure that would authorize limited, selective strikes on the railroads. This bill also went over to the 1972 session of Congress.

In addition, Congress failed to act during 1971 on proposals for improved benefits under Social Security and Railroad Retirement; also on a measure backed by rail unions which would allow retirement on a full pension at 55 after 30 years of railroad service.

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In the case of Amtrak, a congressional appropriation of at least another $170 million to finance operations of the basic network of rail passenger service until mid-1973 seemed assured.

The first action on this additional funding came from the Senate Surface Transportation subcommittee—which, however, rewrote the measure to specify that the basic network shall continue at least until mid-1975 without reduction in service. Several other conditions were also laid down by the subcommittee.

However, some senators—and House members also—continued efforts to secure much greater funding for Amtrak, so that the system could be upgraded and modernized, in order to draw far greater passenger traffic.

Among them, Sen. Claiborne Pell (D., R.I.), and 15 other senators of both parties, sought another $500 million in direct loans and up to $1 billion in loan guarantees, to be used particularly for capital improvements in the urban corridors served by Amtrak.

Pell argued that the proposed $170 million would only be sufficient to maintain Amtrak's "status quo." He contended that for Amtrak to succeed, it should be given enough funds to do a much better job in the corridors, such as New York-Washington and New York-Boston, and in over a dozen similar corridors between metropolitan centers around the nation.

Much of the money would be used to finance new equipment and improve deteriorated roadbeds, so that modern trains in such corridors could travel at speeds of up to 160 miles an hour. Pell asserted that such investment would pay for itself in the long run by attracting far more passengers and revenues.

* * *

On the matter of aid to transportation, two major bills were considered at congressional hearings.

One was sponsored jointly by Sen. Vance Hartke (D., Ind.), and Rep. Brock Adams (D., Wash.) and was backed by a coalition of railroads, truckers and barge lines.

Among other features, this measure—known as the Surface Transportation Act—would authorize up to $5 billion in loans and loan guarantees to improve transportation services; allow speedier freight rate adjustments; bar imposition on railroads and other transport of discriminatory state-local property taxes; grant a 10 percent tax credit for investment in new equipment and facilities; make it simpler for railroads to abandon little used branch lines, and allot at least 5 percent of federal highway funds for grade crossing safety projects.

Two other bills, unveiled by the Department of Transportation after long delay, would among other provisions set up a federal unit similar to the Reconstruction Finance Corporation of the depression period, which would make up to $3 billion in loans or loan guarantees to financially-troubled carriers for acquisition of equipment, operating costs and improved services.

It would also give carriers more flexibility in making rate adjustments; bar imposition of a higher property tax rate against interstate carriers than against other property holders, and make other "reforms." Some features of the Administration bills and the Hartke-Adams measure are similar, but some varied sharply and were opposed by the rail-truck-barge coalition.

* * *

Among other developments of the past month on the transportation front was the adoption by the recent AFL-CIO convention of a resolution which called for an "in-depth study" by Congress of the "feasibility" of nationalization of the railroads. It cited the creation of Amtrak as a partial step toward nationalization.

**'Mind If We Watch?'**

The resolution pointed out that "private managements through ineptness, callous disregard for adequate maintenance and exploitation of their properties' assets have brought about the deterioration of railroads beyond a nation's intolerance."

Earlier, Sen. Hartke, as chairman of the Senate Surface Transportation subcommittee, introduced a bill which was regarded as a potential step toward rail nationalization.

Called the "Essential Rail Services Act," his measure would require the Secretary of Transportation to "formulate a program for continuation of essential services of a bankrupt railroad whenever it appears a plan of reorganization cannot be privately reached" within two years after receivership.

The bill would provide various alternatives: government operation of the bankrupt railroad, or authority to adjoining carriers to extend their operations to lines of such road, or government acquisition and maintenance of the rights of way and other facilities of the bankrupt carrier.

Intention of the measure, Hartke said, is to "encourage private restructuring of bankrupt railroads," but to have other courses of action in reserve if the restructuring fails. His bill contains provision for $100 million in appropriations to finance the program.

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Also, during the month, another railroad—the Reading—moved into bankruptcy. It filed in federal court a petition for reorganization under the Federal Bankruptcy Act, asserting it could not meet in full about $11 million in debts and taxes falling due.

The carrier blamed its plight largely on heavy losses during October and November, resulting from the coal and dock strikes, as well as a sharp decline in steel shipments. The Reading contended, however, that it should be able to come out of receivership before too long.

Meanwhile, the railroad industry as a whole showed a substantial financial improvement—at least for the first nine months of 1971. During that period, net railway operating income hit $556 million, up sharply from the same period in 1970. Also, net income, after fixed charges, rose to $282 million, far more than the $118 million for the comparable 1970 period.

# Any 18-Year-Olds In Your House?

THE MONTH OF MARCH HAS BEEN DESIGNATED YOUTH Census Month by all unions in the United States.

The Brotherhood of Railroad Signalmen is participating in this program to reach the millions of potential voters in the 18-20 age range. To be effective we need the aid of all Local Lodge Officers.

What we are asking of you is information. We want to know if there are any potential first-time voters in your family—specifically, if you have sons or daughters or other family members born between November 1950 and November 1954.

If you have, we hope you will cooperate in this youth census 100 percent. It is important to you, to your family, to your union.

We are not snooping. We are not invading anyone's privacy. We are not selling anything—except democracy.

Now that 18-year-olds can vote, we want to include them in our union's political education and political action programs.

We want to help get them registered, to inform them about issues and candidates' records, and most of all, to get them out to vote on election day.

To do this, to be able to reach them, we have to know where they are. So please help by filling out the form and sending the names and addresses of all children in this age bracket to Grand Lodge Headquarters. Local Lodge Officers can assist by calling this notice to the attention of everyone attending union meetings.

Involving young offsprings of our members in our Brotherhood's political programs will be good for them and good for us, and good for our country.

'Going Somewhere?'

## Census Form For Potential First-Time Voters

### PLEASE PRINT—RETURN TO GRAND LODGE HEADQUARTERS

Your name.....Local Union.....Int'l. Union.....

Your address.....
(street, city, state, ZIP code)

**OFFSPRING, OR OTHER FAMILY, NOW 18-21 OR 18 BY NOVEMBER 1972**
**(Any born between Nov. 1950 and Nov. 1954)**

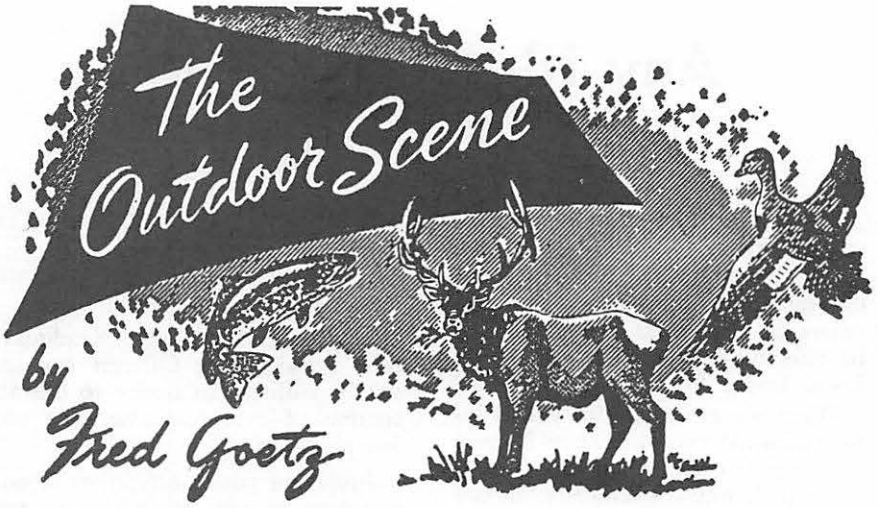
Name.....Date of Birth.....Sex.....

Address.....
(street, city, state, ZIP code)

Name.....Date of Birth.....Sex.....

Address.....
(street, city, state, ZIP code)

**IF OTHERS, PLEASE LIST ON SEPARATE SHEET**



IN THE COURSE OF WRITing "outdoor columns" for national labor publications, we occasionally get letters and photographs from union members who are working on some sort of project in a foreign country. One such was from Clyde M. Baker who wrote from Caracas, Venezuela:

"I've been working on the Curi Dam in Venezuela, Fred, for over three years now and it took me a while to find out where the fishing was located; not more than a few stone throws from the dam site. After losing some gear from being rigged too lightly, I began to catch fish and believe me the angling prospects here are outstanding. I caught a catfish from the Caroni River near here which tipped the scales at 121 pounds and inasmuch as your readers might consider this a fish tale, I'm enclosing a photograph of 'yours truly' with it.

"There are many varieties of fish in the Caroni River but as far as I can find out, this is the largest ever caught on rod and reel. I used a Mitchell 302 spinning reel and 8½-ft. surf casting rod."

* * * *

Hank Olson, Seward, Alaska column correspondent, mentioned in a recent letter that he and his fishing partners oftimes had uninvited guests joining them on the river. Like Clyde Baker from Venezuela, Hank also included a photograph to back up his story. He wrote about a recent junket to Cold Bay, a memorable day when his sidekick, fishing downriver, was joined by a salmon-fishing brown bear. Hank says they saw several "brownies" that day but that this one was a little too close for comfort and that after the pic was snapped, he got out of there in a rush—Hank's partner, not the bear.

* * * *

During a recent National Wildlife Federation Meeting, I had occasion to talk with one of its board members, Robert Stack, better known for his film career and portrayal of "Elliott Ness" in "The Untouchables."

Stack recalled the biggest fish he's ever caught—a monstrous Nile perch which he called "The World's Largest Goldfish." He eased it from Lake Rudolph in the Northern Frontier District of Africa while on location for "Africa Safari."

It was Joe Foss' show, Joe being the former governor of South Dakota, a veteran outdoorsman and producer of outdoor films. Foss said he would like to top the record for

Nile perch from Rudolph, a mere 211 pounder, but had to settle for a weird-looking catfish he caught the last day—hardly larger than the "cats" he's taken from home-state waters.

On the other hand, Stack, admittedly a weekend angler, wound up with the largest for the stay, a 97-pounder. He told me he'd send a copy of the photo which was snapped by Foss and he was true to his word. Here's Stack with the monstrous perch and two Africans who helped him ease it on board.

* * * *

As far as our records go, the largest fish ever taken by an angler with both feet planted on terra firma was a 233½ pound sea bass by Robert "Sheik" Takamoto of Ewa, Hawaii. The following photograph of Sheik with his catch was sent in by Hawaiian correspondent, Sabu Fujisaki of Honolulu. It took him almost an hour to bring it to shore but the big problem arose after he eased it onto the sandy beach. Sheik said he never would have got it in the back of his jeep had not three friendly surfers helped him load it. Sheik hooked it in waters off the leeward coast of Oahu.

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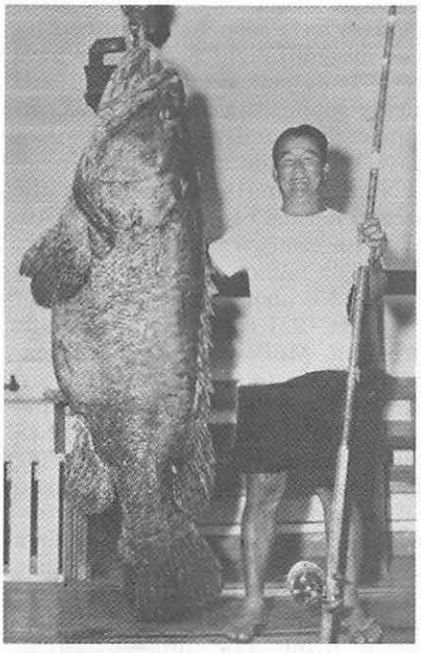
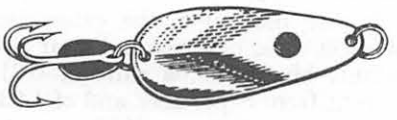


Would you like to do a little horse trading for a shiny new fishing lure? Say, one of these hot shots for a snapshot you might have taken in the great out-of-doors—on a fishing, hunting, camping or just plain sight-seeing trip. Maybe you've taken a photograph of a deer, or a song bird in its natural



environment, or of a lovely sunset or seascape, or perhaps of Mt. Rushmore or the Grand Canyon.

If you have, send it, and a few words as to what it's about to:

Fred Goetz, Dept. SJ
2833 S.E. 33rd Place
Portland, Oregon 97202

All members of the Brotherhood of Railroad Signalmen are eligible, as well as members of the family, and, of course, retired members. Please mention your Local number.

## Live A Little Longer

# Effects of smoking

**By Dr. William A. Sawyer**
**IAMAW Medical Consultant**

**(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)**

DOCTORS ARE OFTEN asked how to stop cigarette smoking. To give any help on such an important matter, I believe it is first necessary to give some background on what cigarette smoking does to a person. In other words, those who think of trying to stop should know something of why it seems desirable to seriously tackle the problem.

The New York State Department of Health issued a statement some time ago about cigarette smoking. Here it is:

Results from numerous studies clearly indicate that the long-range effects of cigarette smoking are harmful to many people. One of the more important effects is the greater likelihood of developing lung cancer.

A great many studies have shown that there is a much higher percentage of lung cancer among smokers than among non-smokers. In fact, these studies show that lung cancer occurs up to 36 times more frequently among cigarette smokers than among non-smokers.

Among the facts uncovered by these studies are:

- Eight chemicals known to be cancer-producing when applied to or injected into animals have been found in tar droplets from cigarette smoke.
- The risk of developing lung cancer increases in proportion to the average number of cigarettes smoked each day.
- The lungs of smokers who have died, but who did not have lung cancer, show certain cell changes which are considered to be the early stages in the development of tumors. These are found more frequently in the lungs of smokers than in the lungs of non-smokers.

The New York State Health Department's Roswell Park Memorial Institute in Buffalo, as well as the United States Public Health Service, American Cancer Society and the British Ministry of Health, have been conducting extensive research concerning lung cancer. The results of this research, together with other studies, show that the cigarette-smoking, lung cancer relationship is now very well established. What should you do as a result of this conclusion?

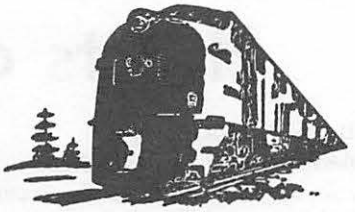
### What you can do

As an adult, you have a duty to yourself and your family to do all that you can to protect yourself from lung cancer. As a parent, you should set a favorable example for your children to imitate, which, in turn, may protect them.

- First of all, don't get the smoking habit.
- If you smoke now, the best way to minimize your chance of getting lung cancer is to stop smoking. There is evidence that former smokers who stop reduce their chances of getting lung cancer.
- If you feel that you must smoke, cut down on the number of cigarettes you smoke each day. The less you smoke, the less your likelihood of getting lung cancer.
- There is no evidence as yet that changing to filter cigarettes will decrease your chances of cancer.

Lung cancer is often fatal unless found very early. This means that prevention is extremely important. While a person may get lung cancer even though he does not smoke, the risk is much greater for cigarette smokers. There is no evidence to contradict this conclusion.

# Railroad NEWS IN BRIEF



**CANADIAN PACIFIC** expects to improve its transportation performance in 1972 in the light of favorable prospects for economic growth in Canada.

Economic conditions in 1971 have had a more serious effect on Canadian Pacific Investments Limited. The improvement in results from oil and natural gas, logging and hotels failed to counter-balance the effects of the generally depressed markets for some natural resources. The floating exchange rate, the United States surcharge on imports, strikes at some major consumers of raw materials and lower prices for base metals and forest products all had a bearing on lower combined earnings.

The outlook for CP Rail is encouraging. Freight revenues for 1971 are expected to be about 9.5 percent higher than in 1970. Losses in the early months of the year have been offset by large increases in lumber, piggyback, coal and automobile traffic. There have been significant increases in vehicle parts, containers, wheat and other grain, pool cars, manufactured and miscellaneous carloads.

**PENN CENTRAL** became notably more competitive in all aspects of its operations during 1971 and is geared to handle a much greater volume of business while sustaining greatly improved service, William H. Moore, president, said in a year-end report.

In the far-ranging report Moore hailed:—The rebuilding of Penn Central's transportation service functions to the point where the railroad can handle much more business in 1972 without unduly taxing its present physical capacity. He said that the railroad's plans for next year include the laying of some 218 miles of new rail and expenditure of $15.5 million for improvement of freight classification yards and connections.

Penn Central is making a strong effort to discontinue non-productive rail lines. To date, Penn Central has determined there are 163 such lines covering 1,732 miles of railroad. Applications for abandonment of 117 of these lines have been submitted to the Interstate Commerce Commission, and 45 have been approved.

**DETROIT AREA RAILROADS** are being called on the carpet by the Wayne County prosecutor's office over poor maintenance of grade crossings and over trains blocking streets longer than the five minutes set by law.

Officials of four carriers operating in that area were summoned to conferences on these issues.

These parleys followed arrangement of the Detroit Terminal Railroad in the Recorder's Court on charges of failing to maintain a grade crossing properly.

This is the first local prosecution of its kind and trial was set for January 4.

**THE I.C.C.** reported that in October rail jobs continued to tumble, while "bosses" increased. Overall employment on Class I railroads fell to 540,012, by far the lowest since the I.C.C. started keeping records in the 1890s. This represents a decline of nearly one percent from September and of 3.46 percent from October 1970.

In the meantime, the categories of executives, officials and staff assistants hit 16,709, a raise of 0.31 percent from September and of 1.03 percent from October 1970.

**PENN CENTRAL** announced that its metropolitan region has started its first "dial switch heater" at Tarrytown, N.Y. on the Hudson Line in preparation for winter.

The operation permits a Penn Central power supervisor at Grand Central, 25 miles away, to activate heater servicing 20 separate switches in the Tarrytown area. This can be done, the report says, at any time of the day or night simply by dialing a special telephone number.

A switch heater, described by the Penn Central, is an electrical device, tubular in shape, bolted to the base of the rail near a switch point. Third-rail power generates heat for melting snow or ice on the rails to keep the switches free to operate.

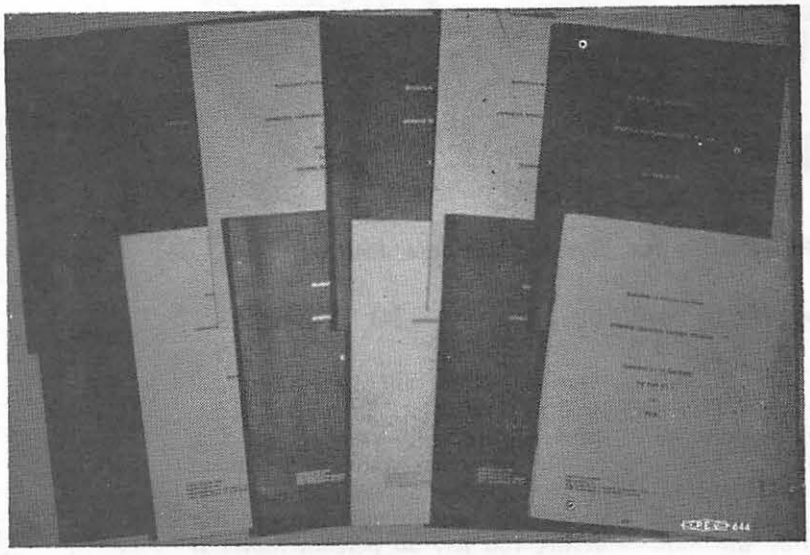
**MISSOURI PACIFIC** continues to be optimistic about the future of their transportation company and the 12-state region it serves. They are backing this optimism in 1972 by investing more than $92 million in capital improvements, an all-time MoPac record.

After spending more than $650 million on modernization during the decade 1961-71, Missouri Pacific now possesses one of the best basic physical plants in the transportation industry. Hundreds of miles of old, conventional rail have been replaced by continuous welded rail; many bridges have been rebuilt or upgraded; millions of dollars have been invested in new terminals to handle piggyback and small shipments and still more millions in automated freight classification yards. Thousands of new freight cars and locomotives have been added to the MoPac System freight fleet. Shops have been built new or modernized and highly sophisticated computer, communications and signal installations have been made across the railroad.

Now Missouri Pacific enters the second decade of its "renewal" with plans for even greater modernization. The $92 million already budgeted for 1972 is about $19 million higher than the 1971 capital improvements program. MoPac considers such expenditures a solid investment necessary to meet the increasing demand for railroad transportation which they believe will accelerate during the coming years. They have paid off in greater efficiency, better service and lower operating costs than would otherwise have been possible.

About $28 million will be used for improvements of the basic transportation plant—rail, bridges, signals and communications; for new or expanded piggyback facilities, for yard expansion, for new office buildings and shops. Work also will continue on development of MoPac's Transportation Control System, a computerized management information system designed to give greater control over the quality and efficiency of freight transportation service.

# Now Available



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Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

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Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

**Mr. R. T. Bates, Secretary-Treasurer**
**Brotherhood of Railroad Signalmen**
**2247 Lawrence Avenue**
**Chicago, Illinois 60625**

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'I'll Ride Shotgun on This Wagon!'

**By SIDNEY MARGOLIUS, for The Signalman's Journal**

## How to Buy the Most for Your Money—10 Principles

TO BUY THE BEST POSSIble standard of living for your family, you need to use consistently a number of shopping principles and techniques. Below we have summarized ten shopping principles which can help you buy the most for your money. These are:

(1) Make it a practice to compare values in different stores just as a professional purchasing agent secures bids from different suppliers. Especially on a large item, shop at least three stores. You'll know much more about quality and values by the time you are in the third store than in the first.

(2) Time your buying to take advantage of the savings available at annual sales such as the January and July shoe sales and clothing clearances, and the February and August home-furnishings sales.

(3) Buy according to intended use. In food, buy the more carefully-selected Grade A products when appearance is important but the lower-cost B and C grades for cooked dishes. For example, buy fancy canned tomatoes for the table, but a cheaper grade for the pot. Both are equally nutritious.

(4) Buy according to grade and specification rather than on the basis of the best-known brand name or the assumption that a higher price necessarily means significantly higher quality. For example, if a number of brands of frozen juice concentrate are all labeled "U.S. Grade A," or if all aspirin tablets are labeled "U.S.P." (meaning, they meet the standards of the U.S. Pharmacopoeia), a consumer can buy the lowest-priced with assurance of getting the same basic quality.

(5) Buy on the basis of nutritive values, which these days especially means reading the list of ingredients shown on the labels, and buying basic foods rather than processed versions. Note that each additional step in processing increases the cost; often disproportionately. If chicken is cut into parts you pay 5 percent more than for a whole chicken. If the parts are already breaded for frying you pay 50 percent more. If the chicken is already fried you pay 90 percent more.

(6) Buy in bulk to take advantage of the lower costs of larger sizes of groceries, some meat products, soaps and toiletries, which usually (although not always) save 10 to 20 percent over the cost of smaller sizes.

(7) Look for basic quality rather than deluxe features. Merchandise usually falls into three price classes: low-end, moderate-price and high-price. A manufacturer may make washing machines at three price levels. While the "low-end" model may lack some useful features, the medium-priced model will have all the essential features of the deluxe model.

YOUR MONEY'S WORTH
by Sidney Margolius
DENIED CREDIT
OR TURNED DOWN FOR INSURANCE OR EVEN A JOB BECAUSE OF A BAD CREDIT REPORT? A NEW LAW NOW GIVES YOU THE RIGHT TO ASK THE CREDIT BUREAU TO SHOW YOU YOUR CREDIT FILE IF THERE HAS BEEN A NEGATIVE REPORT ON YOU. IF THERE ARE ANY ERRORS IN YOUR FILE THE BUREAU MUST RECHECK ITS INFORMATION. IF THE RECHECK DOES NOT SETTLE THE ISSUE, YOU CAN FILE A STATEMENT TELLING YOUR SIDE TO BE INCLUDED IN ANY FUTURE REPORTS.
EASY CREDIT
BUT DON'T OVERUSE CREDIT BECAUSE IT'S AVAILABLE TO YOU. YOU ALWAYS PAY AN EXTRA FINANCE CHARGE WHICH IS HIGHER THAN YOUR OWN SAVINGS EARN.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA.
UNION MADE
ILGWU

(8) Select basic styles. The simpler the styling of clothing or home furnishings, the larger the proportion of cost that has gone into the actual materials or construction rather than into decoration. Simpler clothing and furniture also have less tendency to become "dated." Simple clothing can be worn easily with other items in your wardrobe. Simple furniture will harmonize more easily with other possessions. Clothes, furniture and appliances with clean lines and less detail also are less costly to maintain.

(9) Pool your buying with others, which can reduce costs significantly by enabling bulk prices and lower selling costs. This technique can be as informal as several families sharing a large purchase of garden supplies or cases of canned goods, or more permanent arrangements such as buying clubs which arrange with local merchants and fuel suppliers for discounts, or the consumer co-ops in some cities which operate their own supermarkets, pharmacies, optical services, apartment houses and insurance services.

(10) Finance family needs at lowest costs. Credit fees are higher than most people realized until the enactment of the "truth in lending" law. Costs range from 12 percent or less per annum for credit-union and some bank loans, to as much as 30-42 percent at small-loan companies and for some finance charges on used cars, depending on state law. For a $500 loan or installment credit, you can pay anywhere from $30 to $230 depending on where you arrange the credit and how long you take to repay.

**Corporate Memory Is Short For . . .**

# An Old Man Who Made A Mistake

*by Brad Brekke*

*The Herald, a Chicago suburban newspaper, recently printed a human interest story that told of the true feeling many carriers have for their employes.*

AFTER 47 YEARS OF DEDicated service, Tony the ticket agent was "retired" by the railroad.

"Retired" for a single mistake he made switching trains recently.

He sent one down the wrong track. It could have been serious, but luckily it wasn't.

The only trouble was, it was a BIG MISTAKE and Tony was 66-years-old. His biggest enemy was time.

The decision to retire the old ticket agent was made at a special hearing conducted by the railroad a few weeks ago.

He was tried and found guilty, but his age was more on trial than his job.

"How old are you Tony?" one investigator asked.

"I'm 66," bellowed Tony, fingering his old felt hat.

"Okay, you have a choice. You can sign your retirement papers now or you'll be dismissed."

"Well give me a day to think it over, huh?"

"If you don't sign now, you're fired," said another railroad official.

So Tony signed reluctantly, defeated.

He figured he got bum-rapped, but he certainly didn't want to be dismissed from a job held for 47 years, even if the verdict did seem unfair.

Tony griped and complained some. After all, he still had his pride and dignity to protect. But he did so privately.

At 66, Tony was young in spirit, had his health, and didn't want any part of sitting in a cock-eyed rocking chair. Not yet, anyway. Age hadn't beaten him that far down.

But the railroad's move to force his retirement, after 47 years of service, crushed his spirit a bit and almost broke his heart.

It was something the railroad had been laying in the weeds to do for some time, because old Tony didn't want to retire.

The railroad, you see, was Tony's whole life. His eyes would twinkle whenever he talked about trains because he loved his job. It was an affair that lasted nearly half a century.

Everyone, it seemed, knew Tony. Mostly commuters who took the train to Chicago every day and bought monthly tickets from him the first of every month.

For 47 years Tony was programmed to rise before the sun and walk to the station by 5 a.m. Sometimes the railroad would call him late at night and he'd have to leave a warm bed and trudge through a blizzard to get to the station, because they had no one else to switch the trains.

And two years ago, Tony didn't even take a vacation. The railroad couldn't get anyone to take his place, so rather than walk out on them, he said to hell with his vacation, he'd work anyway.

He was like that.

But they forgot.

They forgot railroading was his whole life. The only job he ever had. The thing that kept him young, kept him going.

He told his boss years ago he needed help in the station at the first of the month because he was so busy selling tickets, counting money and keeping books, that sometimes he didn't have time to keep his mind on switching trains. And the trains, he knew, came first.

It wasn't much of a job he clung to for so long. The pay was poor. The hours murderous. The tasks thankless. The fringe benefits almost zilch. But it was a job. A job he was dedicated to. And it was all he had.

Short and dumpy, friendly and shy, Tony was as much a part of the town as the train which ran through it. You could set your watch by him, too, because he was always on time. It was part of his makeup to be punctual, even though sometimes the trains he sold tickets for were late.

Of course, like any man, he had his weaknesses. He had an enormous appetite for home-grown lettuce and cooked dandelions, real estate, stocks and bonds, baseball and a bet on the ponies, now and then.

At 2 p.m. every day, after his job at the station was over Tony would shuffle along up the hill to his home wearing a workman's shirt, baggy pants and Army surplus shoes, which for years was his uniform of the day. Home was just a few blocks from the railroad station and during the spring and summer, he'd spend an hour a day working in his backyard garden.

Gardening was his second greatest love in life, besides the railroad. In fact he raised everything from green peppers to corn to plump, red tomatoes. What he couldn't eat, Tony always gave to his friends. And there were many, to be sure.

A man not given much to talking, especially about himself, Tony says he planned to work until December before retiring, so he could clear up some bills.

But he'll have to do it on his pension now. The first check is due in 90 days.

He held a part-time job in a hardware store. He used to say it kept him out of mischief. But the railroad pension board has "certain rules" and made him quit that job, too.

So now Tony's got plenty of time. And to launch his retirement, he's going on a trip to California with his wife. And he's taking his car this time, instead of a train. He says it will be good for his soul.

Large corporations sometimes forget a man is human, that he has a family and feelings. They forget all the years a man has worked. They forget the extra things he did. They forget the odd hours in the middle of the night he left a warm bed to go to work. They forget his loyalty and dedication.

Instead, they see him only as an old man who made a mistake. A man who must go, like an old dog who can't perform his tricks. A man who has outlived his usefulness, like an old shoe from yesterday's fashion catalog. A man who must be forced to retire, like old Tony.

Tony never took a plane. Until this week, he always traveled by train. He believed in them.

The trouble was, the railroad didn't believe in him.

Tony the ticket agent's time had run out.

# LOCAL LODGE NEWS

By, for and about B. of R. S. members

## Local 7 Honors Retired Brothers

The officers and members of Local 7, Penn Central, honored their retired brothers at their ninth "Old Timers Night" on October 23, 1971 in New Haven, Conn.

As usual we had another fine turn out with most of the membership in attendance. Missing this year were many of the Penn Central Signal Officials who have joined us on previous Old Timers Nights. We hope this year was an exception and we will see them in attendance again next year.

This year we had 26 retired brothers join us. Former General Chairman Bill Adams made the trip down from New Hampshire to join the group. Every one of the retired brothers seemed to be in the best of health and enjoying their retirement.

General Chairman Harold Wishart, who has been off duty due to illness, was on hand and was joined at the head table by Vice President Ben Steuerwald, Grand Lodge Representative Joe Walsh and our local chairmen.

Before dinner there was time for our retired brothers to discuss the present working conditions and operation under the Penn Central.

Our members were most concerned over the lay offs that are taking place and all agreed that the change from railroading to the more relaxed life of a pensioner seemed to be the best.

A minute's silence was observed for all of our departed brothers.

We look forward to next year and hope every member will be in attendance when we greet our retired brothers. C.J.N.

## H. C. Guscott Honored On Retirement

A testimonial dinner honoring retired General Chairman H. C. Guscott was held on September 11, 1971. Brother Guscott served as General Chairman of the Baltimore & Ohio Railroad System Committee from 1952 until last year when sickness forced him to retire.

Brother Guscott was honored by the members of Locals 94 and 31 and his many friends. There were more than 85 members, family and friends in attendance that evening in Dayton, Ohio.

Grand Lodge was represented by President C. J. Chamberlain, who presided as Master of Ceremonies; Secretary-Treasurer R. T. Bates and Vice President B. H. Steuerwald. Retired Vice Presidents G. Orndorff and Carl Fields also were in attendance and joined in paying tribute to Brother Guscott.

Other speakers who joined in honoring this Brother were G. A. DeLozier, H. M. Dryden, P. E. Poole, Dayton Union Railway and many others.

Brother Guscott's railroad career began in 1926 as a member of signal gangs serving on the Akron and Chicago Divisions. In 1932, as a signal maintainer, Brother Guscott came to Dayton, Ohio to work on the installation of the CTC system. He remained in this area until September 1952 when he served as an ICC Inspector for the month of September and in October of that year became General Chairman of the B&O System Committee, replacing

**The 26 retired Brothers who attended Local 7's annual "Old Timers Night" on October 23 in New Haven, Conn. are shown above, from left to right. First row: W. A. Londregan, J. Holton, E. J. Fullam, C. C. Hurlbut, L. Pecroft, S. DeMayo, F. Hoffman, A. Blackadar. Second row: P. Fiorillo, M. Custy, R. Wolven, W. Furtex, C. Swain, L. Kelly, T. Bourke, Jr., A. Tufano, L. A. Baylies. Third row: R. Farrell, T. Kiniry, Vice President B. H. Steuerwald, L. Des Rosiers, A. Lilliquist, Wm. C. Adams, D. Beattie, A. Bradley, A. Schell, A. Warren.**

**Two members of Local 12, Brother J. Haid, on left, and Brother W. Gilcrest, in center, were presented 25 year continuous membership pins by President C. J. Chamberlain on October 23, 1971.**

**The officers and members of Local 12 held their Annual Dinner Dance on October 23 in Winnipeg, MB. Following dinner, President Chamberlain addressed the group. Shown above are Brothers J. Haid, W. Gilcrest, C. J. Chamberlain, A. N. Cotton and J. E. Dubois.**

Carl Fields who became a Vice President of Grand Lodge.

A generous collection was received from all members and Brother Guscott's many friends. "Blackie" was presented with a portable color television with stand and a gift of money.

The officers and members of Locals 94 and 31 join "Blackie's" many friends in wishing their former General Chairman and his wife many happy years of retirement. G. F. HAMMOND

## CN and CP Railways

Winnipeg, MB (12). The regular meeting of Local 12 was held on October 23, 1971 at the Assiniboine Hotel in Winnipeg.

The following members were present: Brothers J. Haid, R. Felstead, W. Daubney, A. Wright, A. Willis, K. Vandenameele, J. Anderson, M. Martin, M. Roshko, A. Elmsley, K. Fredericksen, A. Letain, M. Mykietowich, J. Goda, J. Platt and R. Law.

Also present from Grand Lodge were: President C. J. Chamberlain, Secretary-Treasurer R. T. Bates, Grand Lodge Representative and General Chairman H. A. Stockdale. General Chairman and Secretary-Treasurer of the Canadian General Committee J. E. Dubois was also present.

It was moved, seconded and accepted by this meeting that the minutes of our previous meeting be accepted.

The meeting also passed a motion to accept Brother A. Elmsley as a new member and Brothers Vandenameele and Anderson also took the obligation.

In a report on our members sick list it was noted that Brother Garrioch was reported back to work, Brother Embryk is expected back to work soon and Brother A. Gillespie is off sick.

The recent passing of Brother C. R. Scott our General Chairman and General Secretary-Treasurer was noted. A memoriam donation was made by Local 12 to the Canadian Cancer Society in lieu of flowers.

The bills were read and a motion carried that they be paid with the approval of the trustees.

Brother Stockdale brought us up-to-date on the progress of having a new C.P.R.-Western Lines Agreement printed. He also reported on various developments within the Brotherhood and the Railways and how these developments affect our members.

Brother Chamberlain addressed the meeting and informed us of various developments of our Brotherhood on the national and international levels.

Brother Haid thanked our Grand Lodge officers on behalf of the members of Local 12 for taking time off from their busy schedule to attend our meeting.

The meeting then adjourned to prepare for our annual dinner dance.

In the evening a smorgasbord and dance was held in the Assiniboine Room and our Grand Lodge officers were invited guests. Other invited guests were: Mr. & Mrs. A. M. Cameron, general manager, C. N. Prairie Region, Mr. & Mrs. D. C. McLeod, signal engineer, C.N.; and Mr. & Mrs. Argyle, signal engineer C.P.

After dinner President Chamberlain presented Brother J. Haid and Brother W. Gilcrest with 25 year continuous membership pins.

**Retired B&O General Chairman H. C. Guscott, on left, was recently honored at a Dinner Party in Dayton, Ohio. General Chairman J. R. McDonald, on right, presented Brother Guscott with a portable color television set.**

The M.C. duties were in the very capable hands of Brother Mykietowich.

A very enjoyable evening was had by all who attended and at this time we would like to thank the committee that made all of the arrangements.

J. Platt

## Illinois Central General Committee Meets in Chicago

The Illinois Central General Grievance Committee held its annual meeting at the Pick Congress Hotel in Chicago on November 6.

The following officers were present: General Chairman B. J. Woodruff, Local Chairmen A. J. Louder (29-West), K. G. Williams (29-East), J. H. Croxton (46) and J. J. D'Arcy (70).

Also present were the following Grand Lodge officers: Vice President C. S. Chandler, Director of Research W. D. Best and Grand Lodge Representative J. W. Walsh. We were also pleased to have Brother J. M. Jackoniski, member of Local 29, visit with us throughout the meeting.

The meeting was opened in accordance with the Ritual by General Chairman Woodruff.

The first order of business was the election of a Trustee to replace Brother B. H. Schultz of Local 81 who recently resigned his local chairman's position. Brother J. H. Croxton of Local 46 was elected by a unanimous vote to fill this vacancy.

Brother J. J. D'Arcy was appointed for the day to fill a vacancy on the Board of Trustees. The vacancy was created by the absence of Local Chairman J. C. Davis who was not present because of illness in his family.

Minutes of the previous meeting were read and approved as read.

A report of investigations was given, including three formal investigations on the Chicago Terminal on the day before this meeting.

General Chairman Woodruff gave a report and some of the grievances that are presently being handled were discussed. One of the most interesting pertained to motor car set-offs. The general chairman read some impressive reports from several of the I.C. division engineers, which indicate that much work has already been done and much more is planned in response to this grievance.

Cutting brush by signalmen was another grievance discussed at length and which is presently being handled. The carrier has decided to investigate the matter further in an effort to find out to whom other railroads are assigning this work. The investigation should be completed in the near future.

The issue of withdrawing signal employes from the Illinois Central Hospital Association was discussed.

At this point in the meeting, the floor was turned over to Grand Lodge Representative Walsh and Director of Research Best. Brother Walsh spoke first and reported changes in Railroad Retirement Benefits and the pending report that will be made to Congress early in 1972. He said this report could have a tremendous effect on Railroad Retirement Benefits and the tax every employe is now paying. He also asked the local chairmen to remind those writing to Grand Lodge for retirement information to include their Social Security numbers.

Discussing the legal aid service directory in the Signalman's Journal Brother Walsh told how the attorneys listed on this page are selected. Those having an attorney they would like to recommend should send the attorney's name and address to President Chamberlain.

He then discussed the Occupational Safety and Health Act and told of the comprehensive effect this act could have on all railroad employes.

In closing Brother Walsh asked all present to provide more material for use in the Local Lodge News section of the Signalman's Journal.

Brother Best spoke for several minutes on the Rules, Standards and Instructions of the F.R.A. He told how these rules stem from the Signal Inspection Act of 1939 and how over the years the organization has had a running battle with the railroads and the I.C.C. trying to keep these rules in a form whereby the signal systems would be required to be maintained at certain standards. He went on to say the railroads have pressured the F.R.A. to relax these rules and explained the effect this would have on railroad safety.

The general chairman reported that, in spite of the dues deduction agreement, they are still having delinquent payment of dues. It is hoped that new employes receiving the authorization form at the time they are hired may diminish the need to cite members in violation of the Union Shop Agreement.

A long discussion was held with regard to the general chairman not being required to attend all local meetings in order to help hold down expenses.

The following motion was made, seconded and carried by a unanimous vote.

"We as a General Committee, instruct our general chairman to attend a maximum of two meetings per local per year unless an emergency arises or our financial status improves."

There was a lengthy discussion on proposed revisions to the I.C. agreement. Several comments and recommended changes were made and noted by the general chairman.

With no further business coming before the meeting, adjournment came at 3:30 p.m.

B. J. W.

**The Illinois Central General Committee held its annual meeting at the Pick-Congress Hotel in Chicago on November 16. Those attending are shown above, left to right: Director of Research W. D. Best; J. H. Croxton, local chairman (46); J. J. DeArcy, local chairman (70); Vice President C. S. Chandler; B. J. Woodruff, general chairman; A. J. Louder, local chairman (29); K. G. Williams (29); and Brother J. Jackoniski. Grand Lodge Representative Joseph W. Walsh also attended and served as photographer.**

## R. Carl Killian Honored on Retirement

A retirement dinner was held on December 11 in the Magnolia Room of

Phillip's Restaurant at Tuscaloosa, Ala. to honor Brother Robert Carl Killian, who retired on December 5, after more than 49 years of service with the former Alabama Great Southern Railroad, now a part of the Southern Railroad.

Many fellow workers, officials of the company and several pensioners were at the party. Not able to attend due to ill health was Brother Killian's father, V. W. Killian, retired, age 90, who now lives with Brother Killian and who also served the company for 48 years.

Brother Killian entered the service of the Alabama Great Southern on April 5, 1922 working on the section under his father at Vance, Ala. He later went to the Signal Department and served on the AGS, Atlanta Division and the C.&O. and T.P. He retired from the Signal Department of the AGS at his home town of Tuscaloosa, Ala.

Brother Killian joined the Brotherhood of Railroad Signalmen as soon as he could after beginning work with the railroad and was a faithful member when he retired. ED.

**The Milwaukee Road-Lines East General Committee met at Grand Lodge Headquarters on September 24 to discuss the possible merger of General Committees to obtain full time representation by the General Chairman. President Chamberlain answered questions on the topic also regarding the negotiations taking place on the wage and fringe benefit notice. Those attending are shown above, left to right: Vice President M. B. Frye; President C. J. Chamberlain; Local Chairman M. C. Lennon (219); General Chairman Leo T. Davies; General Secretary-Treasurer A. F. Neises; Local Chairman L. E. Ferris (220); and Local Chairman R. L. McConahay (61).**


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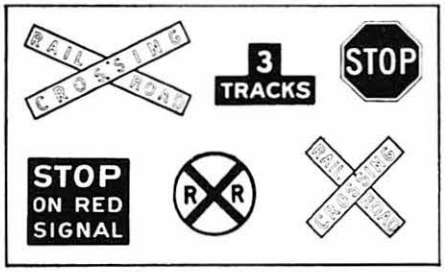


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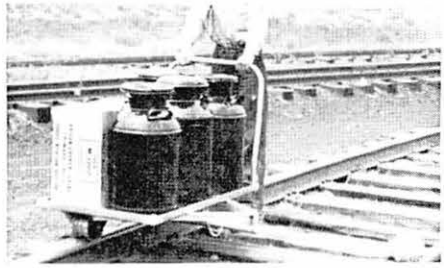

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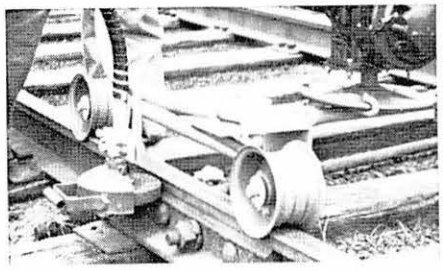

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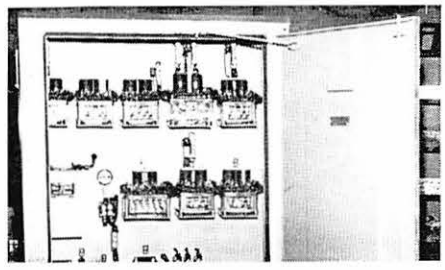

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# Obituary

## D. C. Cone
## Retired Vice President

**D. C. "Clint" Cone, retired vice president, passed away on Saturday, January 8. Brother Cone had been sick for some time but was recovering.**

**Clint Cone served the Brotherhood for many years and was headquartered in Washington, D.C., prior to his retirement in 1952.**

**Funeral services were held on January 12 at Arlington, Virginia.**

**News of Brother Cone's death was received by the Journal at press time. Further details will appear in the March issue.**

**Oliver M. Hitt,** retired member of Local 94, Baltimore & Ohio Railroad, Lines West, passed away December 14. He was 83.

Brother Hitt was a signal maintainer at Cincinnati, Ohio when he retired in November 1952 after completing 43 years of service.

During his railroad career Brother Hitt served as chief signalman, recording and financial secretary, local chairman and general chairman of BofRS Local 94.

The officers and members of Local 94 extend their deepest sympathy to the surviving members of his family.

JOHN A. WORK

**Martin J. Wolla,** retired member of Local 154, Burlington Northern (former Great Northern Railway) passed away on November 2. He was 69.

Brother Wolla entered the service of the Great Northern Railway on July 1, 1924 and retired from the company in December 1967.

He is survived by his wife, son, daughter and four grandchildren, to whom the officers and members of Local 154 extend their deepest sympathy.

A. F. BORGRUD

**T. S. McCaleb,** retired member of Local 133, Fort Worth and Denver Railway, passed away October 15. He was 75.

Brother McCaleb was a charter member of Local 133. He worked on the Chicago and North Western and the Central of Georgia prior to going to the Forth Worth and Denver Railway in August 1929. He retired December 17, 1966.

The officers and members of Local 133 extend their deepest sympathy to the surviving members of his family.

W. W. LAUER

**Carl H. Swanson,** retired member of Local 132, Terminal Railroad Association of St. Louis, passed away November 14. He was 76.

"Swede" began his career with the Terminal in June 1916 and retired in January 1964. During his 48 years of service he held many positions and at his retirement was leading maintainer at Tower No. 1 Union Station.

He is survived by his wife, Marie, and a brother Arvid E., to whom the officers and members of Local 132 extend their deepest sympathy.

S. GIPSON

**T. M. Swearingen,** retired member of Local 112-C, Penn Central, passed away on December 10. He was 79.

Brother Swearingen was a signalman cable splicer at Aspinwall, Pennsylvania at the time of his retirement in June of 1958. He completed over 50 years of service with the company. Also, he was a former local officer of Local 112-C.

The officers and members of local 112-C extend their deepest sympathy to his wife and surviving members of his family.

D. R. DUNNING

**C. B. Morris,** retired member of Local 133, Fort Worth and Denver Railway, passed away October 5, 1971. He was 70.

Brother Morris worked for the Fort Worth & Denver Railway for 37 years and was a signal maintainer at Childress, Texas when he retired on October 1, 1967. He completed 37 years of service.

The officers and members of Local 133 extend their deepest sympathy to his wife and daughter.

W. W. LAUER


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# Signalmen Establish A Political League

THE BROTHERHOOD OF RAILROAD SIGNALmen established on January 1, 1972, the Signalmen's Political League, the political arm of our Brotherhood.

The Signalmen's Political League was established to give every member an opportunity to voluntarily and actively participate in the political process of our government.

The urgent need for the S.P.L. was emphasized during the recent hearings on legislation to amend the Railway Labor Act and on May 18, 1971, when Congress enacted legislation ending the Signalmen's strike.

Other examples of how the men and women elected to Congress can influence our lives through our pay or pension checks are recent amendments to increase Railroad Retirement annuity benefits and the Supplemental Pension legislation.

In 1972 Congress will receive recommendations and pass legislation on our Railroad Retirement Act.

We have learned the harsh fact that some of the benefits won at the bargaining table can be voted away by government officials. We have also learned that some of the benefits not available through collective bargaining can be voted into law by Congress.

The current Wage-Price Freeze and Phase II are some of the best examples of how Congress and the President can effect our lives and working conditions.

It is up to the Signalmen's Political League to inform our membership about vital issues. We must find out how candidates for various offices feel about these issues and whether they will support us when they must make a decision. The S.P.L. can provide our membership with this important information. The S.P.L. is non-partisan and endorses candidates only on the basis of their support of its legislative program.

The 1972 Presidential elections pose a particularly critical challenge for organized labor. Voters this year will choose a President, all 435 members of the House of Representatives and 33 members of the Senate. However, the stakes go far beyond a mere recital of numbers. At issue, basically, will be the very direction of the Nation, possibly for years to come.

Large corporations opposed to the labor movement in the United States are already raising huge sums of money to finance 1972 campaigns. They realize a successful political campaign must be both well-organized and well-financed. By joining the S.P.L. we can protect our rights as citizens and as members of a labor union by seeing that anti-labor legislators are not elected.

Our Brotherhood does not use any dues money for political purposes, however, we can protect the rights of our members if all of our members and retired Brothers join together on a voluntary basis and help provide the S.P.L. with the finances it needs.

The S.P.L. role in the 1972 elections is clearly laid out: to register workers and their families and get them to the polls, to build the voluntary contributions needed to aid liberal candidates, and above all, it must get the message to all workers of their stake in the critical elections of 1972.

Your voluntary contributions will be used to provide friendly candidates with funds they need to conduct successful campaigns and help ensure better legislation and a better nation for all of us. By sending a voluntary contribution you will receive a Membership Card enrolling you in the Signalmen's Political League. Membership is only $2.00 per person per year.

Make your check payable to the Signalmen's Political League and send it to R. T. Bates, the treasurer of the S.P.L., 2247 W. Lawrence Avenue, Chicago, Illinois 60625.

**Send $2.00 and receive your membership card in the Signalmen's Political League.**

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